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BRITAIN'S **BIGGEST-SELLING** WEEKLY CAR MAGAZINE

# Auto EXPRESS

# MINI'S RS RIVAL

**WORLD EXCLUSIVE**

**EXCLUSIVE  
IMAGE**

300bhp and four-wheel  
drive for Britain's  
mega-hatch



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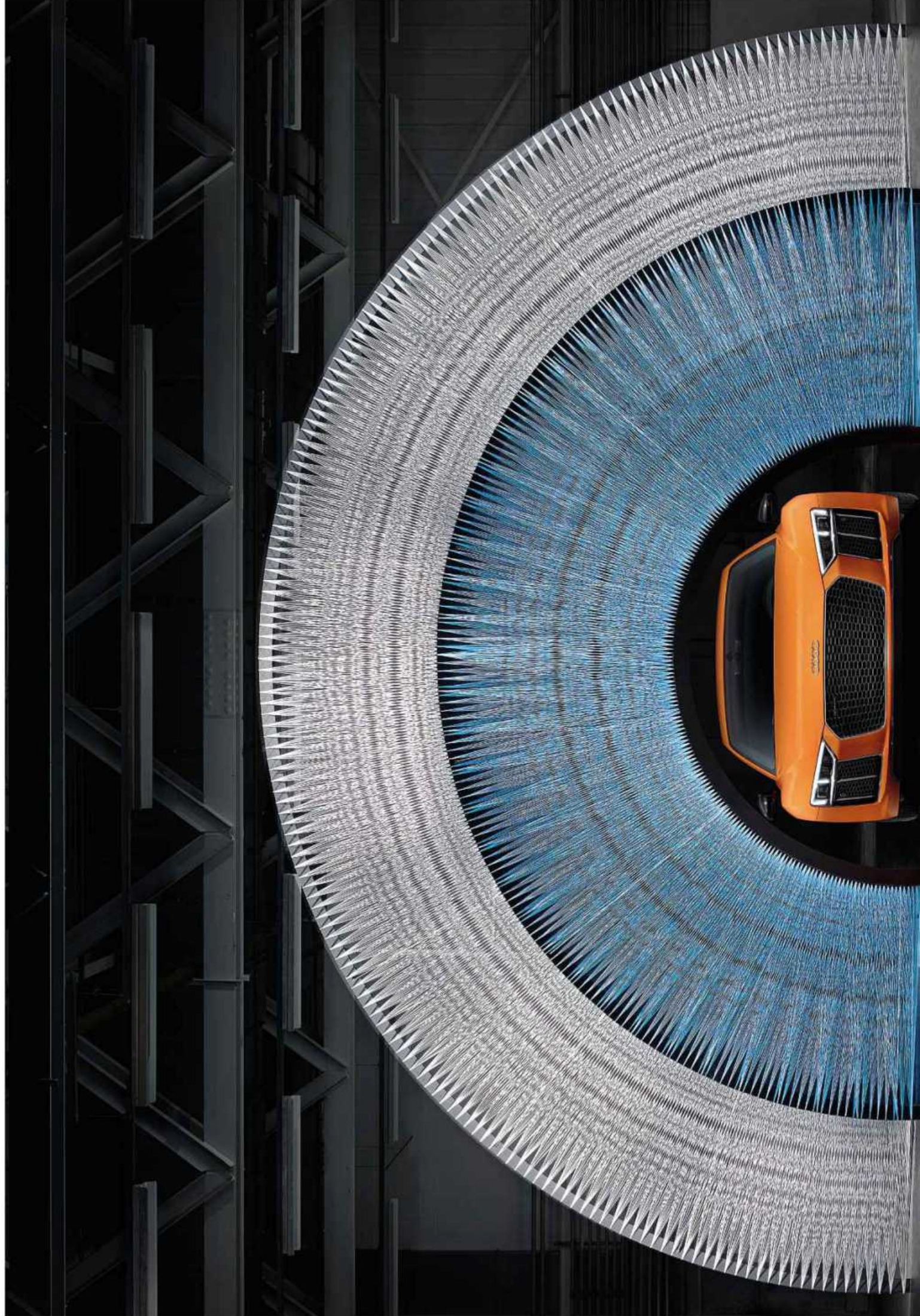
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**Audi Sport**

Search R8







# The all-new Audi R8. More focus, more drive.

Art by Sebastian Preschoux

Official fuel consumption figures for the all-new Audi R8 Coupé V10 range in mpg (l/100km) from: Urban 16.1 (17.5) – 16.9 (16.7), Extra Urban 30.4 (9.3) – 33.6 (8.4), Combined 23.0 (12.3) – 24.8 (11.4). CO<sub>2</sub> emissions: 287 – 272g/km.

Fuel consumption and CO<sub>2</sub> figures are obtained under standardised EU test conditions (Directive 93/116/EEC). This allows a direct comparison between different manufacturer models but may not represent the actual fuel consumption achieved in 'real world' driving conditions. Optional wheels may affect emissions and fuel consumption figures. More information is available on the Audi website at [audi.co.uk](http://audi.co.uk) and at [dft.gov.uk/vca](http://dft.gov.uk/vca). Images used for illustrative purposes only. Car shown features optional equipment and optional Audi exclusive paint.

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**14** Wraps come off new Mercedes SL



**10** SEAT's Leon Cross Sport concept driven



**30** More fun and cleaner: Big verdict on the all-new Prius



**48** Jaguar's new XF goes head-to-head with the Audi A6

## Online this week



### First drive verdict on revised Ibiza Cupra

WHEN SEAT applied the Cupra treatment to the Leon the result was a resounding success, so has it hit the jackpot again with the revised Ibiza Cupra?

We'll be getting behind the wheel in Barcelona this week to see if the 189bhp hot hatch can really cut it against the Ford Fiesta ST and VW Polo GTI.

The new model has ditched the old 1.4-litre TSI for a larger and more powerful 1.8-litre TSI turbo engine, while a six-speed manual gearbox has also been made available. Head online to see what we make of it.

For more visit  
[autoexpress.co.uk](http://autoexpress.co.uk)

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Official fuel consumption in mpg (litres/100km) for the ŠKODA Octavia Range: Urban 33.6 (8.4) to 72.4 (3.9), Extra Urban 51.4 (5.5) to 88.3 (3.2), Combined 43.5 (6.5) to 80.7 (3.5). CO<sub>2</sub> emissions for the ŠKODA Octavia Range: 147 to 90g/km. Standard EU test figures for comparative purposes and may not reflect real driving results. Our CO<sub>2</sub> and consumption values are provisional and are currently under review. Revised values will be published if necessary.





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## AUTO EXPRESS ROAD TESTS

All Auto Express tests are carried out at private proving grounds where cars are driven to the limit and performance tested using Racelogic VBOX computer timing equipment. Auto Express also assesses the cars over many miles of mixed public roads before delivering its Road Test Verdict.

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# Hyundai's retail innovation has struck a chord with car buyer



**AE** FOR the past year, Hyundai's Rockar store in the Bluewater shopping centre in Kent (above) – and its accompanying website – has been transforming the way people buy cars. I'm a fan – as I've said before, it's about selling cars where people are, not where they're not!

Has it worked? Seems so – we can exclusively reveal that Hyundai is opening a second Rockar store next month, this time in the Westfield shopping centre in Stratford, East London.

I know that plenty of other manufacturers have been watching closely to see how buyers react to the store and its no-pressure approach from 'angels' rather than sales people. Or whether they still prefer to go to the more traditional dealer.

So here are some of the stats that might help persuade them it's a good idea: while Hyundai won't reveal numbers, Rockar is in the Top 10 of its dealers for cars sold. 163,000 people have been into the store in the past year. The average age of buyers is 39 – Hyundai's average at other dealers is 56 (and the industry average is 52). Women account for 54 per cent of Rockar customers – roughly double what it is elsewhere. And half of Rockar's customers transact online after visiting the store in person.

Hyundai UK's President and CEO Tony Whitehorn assured me his other dealers are happy about it, too. "They've had people buy from them who've been into Rockar," he told me.

And it's not quite the end of the traditional dealer, either. "The Internet is becoming a vehicle for transacting as well as information, but for us it's about clicks and bricks – many people still want to go into dealers," said Whitehorn.

Of course, he has a large dealer network to keep happy, but Hyundai has taken the brave pill and it seems to be working for it. I've been there and it's a great new way to buy a car. Other makers should (and will) follow suit.



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■ **Exclusive image shows look of sizzling new four-wheel-drive Brit**  
 ■ **Set to battle Focus RS and Audi RS3 with uprated 2.0-litre turbo**



**Richard Ingram**  
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**AE** MINI is looking to hit Volkswagen and Ford where it hurts, with a new 300bhp four-wheel-drive hot JCW hatchback – and our exclusive image shows how it could look.

Auto Express has received exclusive information from a MINI insider about the brand's desire to up the ante in its hot hatch range. Our source told us: "There's room for expansion in the hot hatch market."

They added: "I think there is potential. Britain is the home of MINI, and Britain is a strong market for the hot hatch."

When pushed for more information, we were told that there are no plans for a five-door John Cooper Works, but that the Clubman is "different turf".

Our insider's comments back up spy shots (below). And with MINI pitching the new Clubman at a different audience to the outgoing car, a hot version would target the recent influx of super-powerful hatches.

The standard Clubman is bigger, faster and more efficient than before, and is now aimed at models like the Volkswagen Golf and Ford Focus. So a hot version would need at least 230bhp to battle the likes of the Golf GTI or Focus ST. But our source hinted MINI had its sights set a little higher.

"Look at that market," we were told.

"Most are four-wheel drive." This suggests MINI is looking to topple cars like the all-wheel-drive Focus RS and Audi RS3. Our source added: "We can integrate the ALL4 system, and it won't be long before we communicate something in this direction."

Both the Focus and RS3 have upwards of 345bhp, can cover 0-62mph in less than

five seconds and top 150mph. The four-wheel-drive systems mean they can put their power down in all weather, too.

Our insider wouldn't elaborate on what would power the super-Clubman, but an uprated version of the MINI's existing 2.0-litre turbo seems likely. This engine is used largely unchanged in the BMW 3 Series – it's found in the 330i with as much as 249bhp. That car does 0-62mph in 5.9 seconds, so a lighter, more powerful, four-wheel-drive JCW could easily slash another second off that time.

The hot Clubman is also expected to be offered with manual and automatic gearboxes. We were told: "It was the right choice to offer the flexibility of the six-speed automatic and manual in the existing JCW. There's an almost equal 50:50 sales split."

Setting it apart from the Cooper S are likely to be unique alloys, sporty red trim and pumped-up wheelarches. The bonnet scoop and LED daytime running lights will be carried over from the S, with MINI's extensive list of options – including adaptive dampers and sports exhaust – available, too.

The boisterous powertrain could also make its way into the all-new Countryman SUV, due in the next two years.

Although our source expressed the MINI team's desire to take on the four-wheel-drive mega hatches, any super-hot MINI is at least a couple of years away.

**"Hot JCW would target recent influx of powerful hatches, like Focus RS and Audi RS3"**



Poblete

■ **EXCLUSIVE IMAGE**

# 300bhp-plus



■ **SPIED**

Our spies have caught new hot Clubman on test; this will be the focus, with no plans for JCW 5dr

Automedia



**TOTAL TRACTION**

Our exclusive image shows how new range-topper could look, and our insider told us ALL4 four-wheel drive would be "integrated" to help it rival likes of Audi RS3

# is MINI targets Focus RS

## RIVALS: What JCW has to beat

**AUDI RS3**

At £40,795, the RS3 offers supercar pace in a practical package. Five-cylinder engine gives 0-62mph in 4.3 seconds

**FORD FOCUS RS**

Ford rewrote the hot hatch rulebook when it announced that the 345bhp Focus RS would be priced at less than £30,000

**MERCEDES-AMG A 45**

AMG-tuned A 45 is currently the most powerful hot hatch on sale. Its 376bhp turbo delivers 0-62mph in just 4.2 seconds

**VOLKSWAGEN GOLF R**

Just as the JCW MINI will be, the Golf R is offered with manual or auto boxes – the latter cuts 0-62mph time by four-tenths



- We get behind the wheel of stunning 296bhp, 4WD concept
- Decision on production has been delayed due to budget concerns



**Steve Sutcliffe**  
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**AE** THE SEAT Leon Cross Sport concept was first unveiled at the Frankfurt Motor Show in September, and it went down a storm – as it is very much a car of the moment.

Sporting a high-quality and seemingly showroom-ready new interior plus 296bhp under the bonnet and four-wheel drive to support its junior Porsche Macan styling, it hit the headlines and ran with them. SEAT referred to the Cross Sport at the time as “a performance athlete in hi-tech trekking shoes”. Hype, yes, but we liked what we saw.

That was then and this is now, just a couple of months later, and oh how very different things have become within the Volkswagen empire, of which SEAT, of course, plays a very big part. The budgets within the VW Group look somewhat different today, which may or may not explain why SEAT has very gently hit the pause button with the Leon Cross Sport.

The car hasn't been canned completely, contrary to what you might have read elsewhere, but neither is it likely to get the go-ahead for full production any time soon. Instead, admits the car's main designer, Xavier Villanueva, the bosses at SEAT are playing a waiting game for the time being.

“Maybe they will still decide to make the car, maybe not – I'm honestly not sure. But at the moment they need to make certain decisions, make sure the numbers add up. This is the most important thing right now. So maybe if the reaction to the car is really strong [when people like Auto Express and others get to drive the Cross Sport], it might still happen. Who knows?” asks Señor Villanueva, with just a slight tinge of sorrow.

Having now seen the car in the flesh for myself, in proper daylight and away from the glare of a motor show stand, I completely empathise with the thoughts of a man who has spent the thick end of the last year on this project. For starters, it's one of the



**Our man Sutcliffe got behind the wheel, and was impressed with how car drove**

most naturally attractive cars ever to wear a SEAT badge, with a lovely sense of proportion to it generally. But it features lots of intricate details – like the sharp slash line on the rear haunches – that have been sorely missing from SEAT's past.

It also happens to drive rather well, too. I drove it for the afternoon around a track in Catalonia, and I came away thinking: this car is ready for production. OK, its six-speed DSG transmission needed a bit of software honing, perhaps, because it would clunk a bit during upshifts. But given that it's a concept, and so has had no production fine-tuning, it felt much more ready for the showroom than it had any right to.

As you'd expect with 296bhp beneath the bonnet of a car that has a fifth-generation Haldex four-wheel-drive system and weighs less than 1,600kg, it's very fast indeed once the hint of turbo lag has disappeared. Thank the 380Nm of torque that's available from just 1,800rpm for that, as well as the fundamental composure of what is essentially a set of VW Golf R underpinnings.

Not only is the steering also very well sorted, but the steering wheel itself is quite delicious to the touch, too, thanks to a lovely suede-rimmed wheel covering. The seats (also suede), and driving position are pretty much faultless, and in the rear seats and boot there is a decent amount of room, with the latter not too compromised due to the addition of that four-wheel-drive system. It



## FIRST DRIVE

# SEAT's junior

■ Our verdict on the Leon Cross Sport that proved such



### GOOD LOOK

Sharp styling and intricate design details, such as slashes on haunches, give the Cross Sport a look of real purpose





Cross Sport is based on the Leon SC Cupra, with increased ground clearance

## Essentials

### SEAT Leon Cross Sport

<b>Price:</b>	N/A
<b>Engine:</b>	2.0-litre 4-cyl, turbocharged
<b>Transmission:</b>	Six-speed dual-clutch auto, four-wheel drive
<b>Power/torque:</b>	296bhp/380Nm
<b>0-62mph:</b>	4.9 seconds
<b>Top speed:</b>	155mph (limited)
<b>Economy:</b>	40mpg (est)
<b>CO<sub>2</sub>:</b>	160g/km (est)

**ON SALE TBC**



**WHEELS** 19-inch alloys are exclusive to the Cross Sport, and feature a unique Y-spoke design. Polished accents set against black add to the classy feel



**PERFORMANCE** Blend of 296bhp and electronically controlled 4WD, with an electronic differential lock, means driving fun however poor the surface

# r Macan blasts off

h a big hit at September's Frankfurt Motor Show

even sounds good on the move, with a nice deep burble to the exhaust under full load at high revs in a high gear, plus a lovely clean response to the throttle at higher revs when there is no lag whatsoever.

But for the time being, it seems, we will merely have to wait and see what becomes of the SEAT Leon Cross Sport. From this brief experience, it seems like a great car that's all set and ready to get made, a machine that would also take SEAT to the next level in many more ways than one.

## Auto Express Verdict

At the moment, the jury is still out as to whether SEAT will put the Leon Cross Sport into full production. But on this evidence, we think it should swallow hard and hit the green button – because to look at, to sit in and to drive, it is just the car SEAT needs to go to the next level. In many ways it's a cut-price Porsche Macan, and praise doesn't really come much higher than that.



Driver-focused cabin feels production-ready and uses orange detailing to good effect. Rear seats and boot are spacious, and not compromised by 4WD system



# Wraps off chunky Infiniti QX30

**UK-built premium crossover set to take fight to Mercedes GLA**



**Jonathan Burn**  
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@Jonathan\_burn

**AE** INFINITI has only just entered the premium hatchback market with the Q30, but the luxury brand already has its sights set on the crossover class – and has unveiled the new QX30 crossover at the LA Motor Show this week.

We first clapped eyes on the Mercedes GLA rival as a concept at the Geneva Motor Show in March, and since then the QX30 has made the transition from show stand to production reality relatively unscathed.

Unsurprisingly, it shares almost all of its running gear with the Q30 (driven in Issue 1,395), but is set apart by suspension that's been raised by 30mm, chunky wheelarch mouldings and front and rear skid plates.

Under the skin is the same MFA platform that underpins the Mercedes A-Class, but given its more off-road intentions, the QX30 will be available with four-wheel drive only.

As a result, only the more powerful 168bhp 2.2 diesel and 208bhp 2.0-litre turbo petrol engines are expected to be offered. The extra versatility and exterior add-ons will mean a premium of around £3,000 over the hatchback, which means a starting price of around £27,000.

The QX30 will be built at Infiniti parent company Nissan's production facility in Sunderland alongside the hatchback, and is expected to arrive in dealers towards the middle of next year.

**OFFICIAL**



**RUGGED** Infiniti will offer choice of petrol and diesel engines in new UK-built crossover, as well as high-grade interior



QX30 rides 30mm higher than Q30, and is based on Mercedes A-Class's MFA platform

## Rear-drive Huracán ready for action

LAMBORGHINI has quietly rolled out a new rear-wheel drive, entry-level version of its Huracán supercar and said it will go on sale early next year.

It's powered by the same 602bhp 5.2-litre V10 engine as the current four-wheel-drive version, but has shed a few kilos due

to the change in drivetrain. We can also expect the rear-drive Huracán to add a little time to the 4WD version's 0-62mph benchmark, with the current model's 3.2 seconds likely to increase by several tenths. The 202mph top speed should remain unaffected, though.



# First Edition Bentaygas sold out for £230k

BENTLEY revealed its super-luxurious Bentayga First Edition SUV to a select group of VIP customers at the LA Motor Show this week. Just 608 will be built, but each one has been sold despite costing £229,500.

The First Edition is set apart by its unique Union Jack badging, illuminated tread plates and 22-inch polished black wheels. Buyers also get a choice of 10 exterior paintjobs.

Inside, all cars feature 'Diamond within Diamond' quilted leather, bespoke ambient lighting and more Union Jack badging. All the usual wood and metal finishings are present,

too. Power is from the potent 600bhp 6.0-litre twin-turbo W12. This promises 0-62mph in 4.1 seconds and a 187mph top speed, plus like the standard car, the First Edition claims 22.1mpg and CO<sub>2</sub> emissions of 292g/km.

Kevin Rose, member of the board for sales and marketing, said: "We have created the ultimate expression of the Bentayga's spirit. It is equipped with an array of striking features that celebrates both the pioneering nature of Bentayga and its unique abilities."

Each First Edition customer will also get a choice of three unique Breitling watches.



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On the Road Price	£9,375	Monthly Payment	£99
Customer Saving*	£1,450	Optional Final Payment (incl. £10 Option fee)	£2,172
Offer Price	£7,925	Total Amount Payable by Customer	£7,024
Fiat Deposit Contribution	£1,750	Duration of Contract (months)	48
Customer Deposit	£199	Rate of Interest (fixed)	5.20%
Amount of Credit	£5,976	Representative 5.3% APR	

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Fuel consumption for the Fiat Panda range in mpg (l/100km): Urban 42.8 (6.6) – 64.2 (4.4); Extra Urban 61.4 (4.6) – 80.7 (3.5); Combined 55.4 (5.1) – 74.3 (3.8). CO<sub>2</sub> emissions 124 – 99 g/km. Fuel consumption and CO<sub>2</sub> figures based on standard EU tests for comparative purposes and may not reflect real driving results. Model shown is Fiat Panda Pop 1.2 5DR. \*Fiat Panda Pop 1.2 5DR Customer Saving is included in offer price of £7,925 and represents an extended promotional discount of £1,450 off the On the Road Price of £9,375. Terms & Conditions apply. Retail customers only. Not available in conjunction with any other promotion. Fiat Deposit Contribution is only available in conjunction with Fiat i-Deal PCP. With Fiat i-Deal you have the option to return the vehicle and not pay the final payment, subject to the vehicle not having exceeded an agreed annual mileage (a charge of 6p per mile for exceeding 6,000 miles per annum in this example) and being in good condition. Promotion available on Fiat Panda Pop 1.2 models registered by 31st December 2015. Promotion subject to status, a guarantee may be required. Promotion may be varied or withdrawn at any time without prior notification. Fiat Financial Services, PO Box 4465, Slough, Berkshire, SL1 0RW.



# Sharper new Mercedes

■ Roadster gets mid-life update ■ Car to hit UK dealers next April



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**AE** MERCEDES debuted a facelifted version of its SL roadster at the LA Motor Show this week, ahead of first orders in April 2016.

As with any mid-life update, the brand's applied various aesthetic and performance updates to its two-seater drop-top. Look closely and you'll notice the usual Mercedes grille has been turned on its head – with the new diamond look now wider at the bottom rather than the top. It echoes the 300 SL, which won 1952's Carrera Panamericana road race in Mexico, and sits between new S-Class-inspired LED headlamps.

The lower bumper has been redesigned, too, with the daytime running lights moved up to the headlamps. This leaves more space for intricate lower vents and a smaller central air intake. The bonnet is tweaked, removing the two central creases for a smoother design.

At the rear you'll find a set of new one-piece tail-lights, while AMG models get fins in the bumper. There are two new paint colours – Brilliant Blue and Designo Selenite Grey Magno – as well as a range of new alloy wheel options.

Inside, you'll discover selectable ambient lighting and a sportier instrument cluster. The analogue clock on top of the dash is an optional extra, as are the range of coloured leather and trim finishes.

Under the skin, buyers get the same choice of six, eight and 12-cylinder petrol engines. However, the entry-level SL 400 has been boosted by 35bhp to 362bhp, which knocks three-tenths-of-a-second off the car's 0-62mph sprint time (now 4.9 seconds). There's a new nine-speed

automatic gearbox, too; this comes fitted as standard on the SL 400 and SL 500. As before, the AMG SL 63 and SL 65 feature a seven-speed auto.

Continuously variable dampers are included, as well as a new, more aggressive Sport+ mode. Active Body Control with curve tilting is optional, reducing roll when cornering. As standard, the new SL gets auto emergency braking, while the Driving Assistance Package, which includes active steering and cruise control, is optional.

Mercedes claims to have improved comfort and convenience, too. The folding hard-top can be raised and lowered at speeds of up to 25mph, and angled by up to 25 degrees when stowed for improved access to the load area. There's also a new automatic boot separator, which moves up or down hands-free for increased capacity when the roof is lowered.

Other optional kit includes the Magic Sky Control roof, which can change from dark to transparent, as well as a Smartphone Integration package that includes Apple CarPlay. There's also a Harman Kardon Logic 7 11-speaker surround-sound system.

UK specs won't be released until next year, and we're likely to get behind the wheel in February. A company insider has hinted that prices may fall slightly from today's starting figure of £60,462 despite the extensive range of interior and exterior tweaks.

**"Brand's applied various aesthetic and performance updates to its two-seater"**

■ **OFFICIAL**



**INSIDE**  
Sportier dash and selectable ambient lighting look classy. Dash-top analogue clock is an option

## Beach buggy Beetle is reborn

VOLKSWAGEN has introduced a new version of the Beetle, called the Dune. Unveiled at the LA Motor Show, the off-road-inspired model is available as a coupé or convertible, and harks back to the dune buggies of the sixties. It's aimed primarily at the American market, but will make its way over to Europe in early 2016 – although UK sales are yet to be confirmed.

The slightly elevated ride also brings with it unique front and rear bumpers, 18-inch alloy wheels and bespoke Sandstorm Yellow metallic paintwork. On the inside, there's a new dashboard design and sport seats, while climate control, a colour touchscreen plus auto lights and wipers come as standard.

As for engines, three petrol turbos and two diesels will be offered, with power ranging from 104bhp to 217bhp.

■ **OFFICIAL**



**BUG'S LIFE**  
Off-road-inspired Dune harks back to sixties with raised ride height and Sandstorm Yellow metallic paint



### ■ FIRST-TIME PASS BOOST

LEARNERS passing their test first time will receive part of their fee back as a reward, under Department for Transport (DfT) proposals.

Currently, only 21 per cent of learners pass first time, and to encourage them to prepare better, the DfT is proposing pupils pay a deposit before their assessment; they'd get it back after passing.

Transport Secretary Patrick McLoughlin said: "This change will give those who pass first time some money back, and provide an incentive for learners to be more prepared."





# SL unveiled in LA



New nose, tail-lights, paint colours and alloys set SL apart



## Lid lifted on new special MX-5



**OFFICIAL**

**SPORT CAR**  
Limited-edition Sport Recaro has styling upgrades, special Recaro seats and extra equipment



THE new MX-5 hasn't been around for long, but Mazda has already released a new range-topping limited edition. The Sport Recaro is available to order now, priced from £24,295.

It's offered exclusively with the 158bhp 2.0-litre engine, and comes with a choice of Soul Red or Ceramic Metallic (above)

paintjobs. Exterior enhancements include a Sports Aero Kit with black boot spoiler, front lip spoiler and skirts at the side and rear. Piano-black mirrors and new 17-inch alloy wheels complete the look.

Inside are Alcantara-trimmed, heated Recaro seats with red piping. They're also designed to provide increased lumbar and

lateral support over the standard seats. Alcantara features on the dash, too, while alloy pedals and unique mats are added.

The Sport Recaro is £1,000 more than the 2.0i Sport Nav on which it's based. You get sat-nav, DAB radio, parking sensors and climate control, plus uprated Bilstein dampers and a limited-slip differential.

## news in brief



### Fiat Fullback pick-up plays it tough

FIAT has revealed the Fullback – a rival for Nissan's Navara NP300 (driven on P43).

The Fullback (above) is based on the Mitsubishi L200, and features a 2.4-litre diesel with either 150bhp or 180bhp, and four-wheel drive as standard.

Available as a double-cab only, the Fullback can carry a payload of up to 1,045kg – only 5kg short of the L200. Prices should start at around £23,000 when the truck goes on sale next year.

### Fresh-faced GLS SUV names price

AS the new SL was being revealed, Mercedes opened the order books for its updated GLS SUV. Two specs are available for the GLS 350d diesel – £69,100 AMG Line and £78,095 Designo trim – while the V8-powered AMG GLS 63 costs from £102,330.

Standard equipment across the board includes an eight-inch infotainment screen, LED lights and air-suspension. The GLS 350d gets seven seats as standard, and emits 199g/km of CO<sub>2</sub>.

### New RAV4 Hybrid from under £30k

PRICES have been revealed for the 2016 Toyota RAV4 Hybrid, and it starts from £26,195 in Business Edition Plus spec. A top-spec Excel Hybrid costs £30,795.

Despite being a new model, the SUV (below) will get the same mid-life updates as the new petrol and diesel cars. That means fresh styling and improved specs – including 17-inch alloys, LED daytime running lights and air-con. The first petrol and diesel RAV4s will be delivered next month; the Hybrid arrives in January.







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**PEUGEOT 108**

**MOTION & EMOTION**



**PEUGEOT**



# VW offers £658 to US owners for Dieselgate... but Brits must wait

- **Goodwill Package of \$1,000 offered to US owners**
- **No compensation for Brits, though**



**Martin Saarinen**

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**AE** VOLKSWAGEN owners in the US will receive \$1,000 (£658) as an initial form of compensation from the VW Group – but UK owners have received no such news about similar goodwill.

The gesture includes a pre-paid \$500 (£329) Visa card, a \$500 VW dealership card, as well as free 24-hour roadside assistance for three years. The deal is offered to owners with 2.0-litre TDI cars built between 2009 and 2015. Appealing to the 482,000 US drivers is the first step from the Group to rectify all 11 million vehicles affected.

Yet, the 1.1 million VW Group owners affected in the UK have yet to hear any news concerning compensation since VW's UK boss Paul Willis spoke before the House of Commons' Select Committee in October, and stated it was too early to look into.

UK Transport Secretary, Patrick McLoughlin, has urged VW to consider compensating affected UK owners who are facing falling residual values on their cars. A 2011 VW Golf TDI owner, Richard Clarke, from Chelmsford, Essex, told us: "I've been faithful to VW. So it'd be good if it recompensed owners in some way." A 2011 SEAT Ibiza owner, Andrew

**AMERICANS QUIDS IN**  
US website details \$500 Visa card and \$500 card for VW dealers, plus roadside assistance for three years



**EMISSIONS UPDATE**

**BRITS STILL IN LIMBO**  
British website carries apology, but VW UK is only offering current owners discounts on new VWs, not compensation

William, from Evesham, Worcs, said: "I feel like my car has lost a lot more than \$1,000 in value. I think it is wrong that US owners are compensated and UK ones are left without."

One initiative VW UK is launching, though, is a discount scheme for owners if they buy a new VW. Incentives include £400 off a new up!, £1,000 off a Golf or Passat and £1,500 off the Sharan. New cars must be registered to the same address as owners' current model.



**OPINION**

**Graham Hope**

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## Unfair bung leaves a nasty taste for Brits

**EIGHT** weeks into the emissions scandal, and VW's disappointing handling of it continues.

By giving customers in America a 'goodwill payment' – a sweetener or a bung, some might say – and then not offering owners elsewhere the same terms, it is essentially sending out a message that some buyers are more important than others. A discount scheme for UK owners is welcome, but let's be clear – this is a device to sell more cars, not a universal form of compensation.

You might wonder why the US has been prioritised. Yes, the emissions legislation is tighter. But clearly it is a more litigious environment. The reputational damage has arguably been worse there. And there are still questions regarding the legality or otherwise of what VW has done in Europe.

Whatever the thinking, this 'goodwill' is likely to irritate as many buyers outside the US as it will appease there. And alienating owners is not what VW needs at present.

## All-wheel drive leads XE updates

■ **OFFICIAL**



**AWD system can only be had with 2.0 Ingenium diesel**

THE XE hasn't even been on sale for 12 months, but already Jaguar has introduced a series of updates.

The biggest change comes in the shape of a new all-wheel-drive system, which has been made available for the first time. It can be paired only with the higher-powered 178bhp 2.0-litre Ingenium diesel and eight-speed ZF automatic gearbox.

In normal driving conditions, power is sent only to the rear wheels to conserve fuel, but when the Intelligent Driveline Dynamics (IDD) detect a loss in traction, torque is then transferred to the front wheels in 165 milliseconds. The AWD system adds 110kg of weight to the XE, reducing fuel economy from 67.3mpg to 60.6mpg and upping CO<sub>2</sub> emissions from 109 to 123g/km.

Changes inside include the addition of Jag's new 10.2-inch InControl Touch Pro infotainment system, a Wi-Fi hotspot now allows up to eight mobile devices to be connected and there's Apple Watch connectivity, too.

## Caddy SUV revealed

■ **OFFICIAL**



**XT5 was unveiled in LA, and has 306bhp V6 engine**

CADILLAC has revealed its new XT5 SUV at the Los Angeles Motor Show. It's set to go on sale in spring next year in the US, and could hit these shores in the not too distant future as the brand eyes a UK return.

The XT5 replaces the SRX and will rival the Mercedes GLC, BMW X3 and Lexus NX. It will be built in both the US and China initially, and the engine in US-spec cars is a familiar 306bhp 3.6-litre V6 petrol. But Chinese-built cars are also offered with a 2.0-litre turbo four-cylinder engine, which would help the XT5 compete with European rivals.



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# We drive Kia's hybrid crossover

**■ Behind wheel of new Niro SUV**  
**■ Sits between Soul and Sportage**



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**AE** KIA is putting the final touches to a radical rival for Toyota's all-conquering Prius. Due late next year, the hybrid crossover has been designed to create a new market sector – and Auto Express has driven it.

In a surprising move, Kia's decided to call the newcomer Niro. Until now, this had been the name assigned to the brand's 2013 Frankfurt Motor Show concept. It was widely thought to be making its debut on the Nissan Juke rival that'll arrive in 2018.

Instead, the Niro will be the first small SUV crossover with a hybrid powertrain to come to market. At 4,355mm long, it fits between the Soul and new Sportage. It's 55mm narrower and 100mm lower than the latter, too, and is set to launch in late 2016.

The car sits on a new platform and has a 1.6-litre petrol engine with 104bhp and 147Nm of torque, mated to a 32kW electric motor and six-speed double-clutch auto. It's one of the smoothest hybrids on sale, and quietly slips between electric and petrol modes in town. Only when accelerating hard does the engine make itself heard.

Our drive included twisting roads, and the Niro impressed with flat handling, decent control and direct, well weighted steering. The ride seemed rather firm, and it was hard to brake smoothly, with the pedal not giving

**"Niro impressed with flat handling, decent control and well weighted steering"**

## DRIVEN

Hybrid crossover will be a world first; set to offer an alternative to Toyota Prius



## NAME GAME

Niro badge was first used on Juke-sized concept (right) in 2013



enough 'feel', but the car was an early prototype and not tuned for UK roads.

That said, there was plenty of adjustment in the wheel and seat, and more than enough rear space. The boot was adequate, too, as the battery was mounted under the back seat.

## Auto Express Verdict

WHILE not especially daring in design, the Niro looks appealing under the disguise. The hybrid powertrain works well and the car feels good to drive. This may well be an interesting alternative to the Toyota Prius.

## Plug-in Optima leads eco revolution



## PLUG-IN

Kia claims Optima PHEV will return 119mpg when it goes on sale next year

IT'S not only hybrid technology that Kia is investing in. The brand is looking at plug-in hybrid and fuel-cell cars, too.

Next year, the new diesel-only Optima (tested in Issue 1,396) will be boosted by the addition of a plug-in hybrid to the line-up. The Optima PHEV mixes a 2.0-litre four-cylinder petrol engine with a 50kW electric motor. Charging should take under three hours, and the PHEV will offer a 27-mile electric-only range and around 119mpg.

Auto Express tried the saloon, and the powertrain was remarkably quiet when running in full electric mode at speeds of 50mph. There are battery-save and recharge modes, too.

Kia also revealed it'll build its own fuel cell car in 2020. As with the Toyota Mirai and Honda FCV Clarity, the FCEV will be a distinctively styled separate model. Kia hopes to sell 1,000 a year globally as more markets open up to hydrogen motoring.



## Kia's self-drive vision

KIA will introduce a raft of autonomous driving technology by 2020, and offer a car that can drive completely by itself within the next 15 years.

Auto Express had a ride in a partially autonomous Soul (above), and experienced the type of tech the new Sportage, Optima and Sorento will soon have.

The car featured Kia's Advanced Driver Assistance System, which incorporates Highway Driving Assist (HDA), Traffic Jam Assist and smart parking. HDA combines a lane-guidance system with cruise control, so the car can stay in lane, maintain a safe distance and overtake on motorways.





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**OFFICIAL**

# Drivers told to take care in lethal month on roads

■ Warning as casualties peak in November's short days and bad weather ■ Report calls for more tech

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**AE** PEDESTRIAN and in-car casualty rates traditionally hit their annual peak in November, with a new report by the Parliamentary Advisory Council for Transport Safety (PACTS) and Direct Line calling on all road users to take extra care this month.

Pedestrians normally account for more than a quarter of all serious injuries in November. From 2010 to 2014 the month has averaged 565 pedestrian casualties – a 42 per cent rise from the year low of 397 in August. Car-occupant casualty rates also peak now, with an average of 832 serious injuries to drivers and passengers.

Over the past five years an average of 2,135 people have been killed or seriously injured (KSI) on Britain's roads in November, too, with people aged 16 to 24 accounting for 24 per cent.

Rural areas where drivers are travelling at higher speeds on unlit roads – such as in Scotland, Yorkshire and North East England – have the highest casualty rate. Built-up areas are generally safer, while London had six of the top 10 most-improved constituencies.

David Davies, PACTS executive director, said: "The risk to road users is heightened as people travel more in darkness. We want to see our roads and vehicles made safer. We have the tech and understanding to do this. We need to get on with it."

## Highest casualty rates in rural areas

Parliamentary constituency	Percentage resident KSI casualty rate above the national average
Banff and Buchan	103%
West Aberdeenshire and Kincardine	79%
Bexhill and Battle	73%
Thirsk and Malton	73%
Louth and Horncastle	72%

**IN DARKNESS**  
Stats show rural areas, with miles of unlit roads, have highest casualties

## Lowest casualty rates in urban areas

Parliamentary constituency	Percentage resident KSI casualty rate below the national average
Bath	54%
Stafford	45%
Newcastle-under-Lyme	44%
Harrow (west)	41%
North Somerset	41%

**LIGHTING UP**  
Built-up areas with street lights generally safer for road users

Source: PACTS/Direct Line

## ...As UK road death figures stabilise

THE number of deaths on Britain's roads has remained stable over the past 12 months, according to new Department for Transport (DfT) figures. It follows the first rise in 30 years, recorded in 2014.

In the year ending June 2015, 1,700 people were killed in road traffic accidents – down from 1,742 last year. But the Government said the two per cent fall is small enough that it can be explained by the natural variation in deaths over time.

The number of people injured but not killed on British roads has fallen over the past year, though, despite traffic rising by 2.3 per cent. The total number of casualties decreased by seven per cent to 180,500, while children killed or seriously injured fell by eight per cent to 530 in the second quarter of 2015 – the lowest on record.

The DfT report stated: "It is likely that differences in the weather conditions between the year ending June 2015 and previous year played a part in the decreases in casualties."



As number of road deaths hit plateau, number of injuries fell



**Mat Watson**

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## Video watch

AT [autoexpress.co.uk/videos](http://autoexpress.co.uk/videos) this week, we compare the two versions of Mazda's MX-5. Plus, we drive Renault's one-off racer.

## Is 1.5 or 2.0-litre new MX-5 better?



MANY potential buyers of Mazda's latest legendary roadster will be asking themselves this question.

And in this video we hit the track in the MX-5 2.0 Sport, with its extra punch, stiffer suspension, bigger brakes and limited-slip diff, to see just how much faster it is than the 1.5-litre. Find out if the difference is worth the price premium.

## Video report on the Renault RS.01



RENAULTSPORT was given free rein to create a track car for a one-make race series – and the RS.01 is the result.

Mounted in the middle of its ultra-light body is a Nissan GT-R's 3.8-litre twin-turbo V6, tuned to 550bhp. Plus, the hi-tech aero creates up to 1,200kg of downforce. What's it like to drive?

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Sacha Barnes  
was unhappy at  
Tesla's lack of pace

# Owner bemused by Tesla's power shortfall

■ **CASE STUDY** Reader demands buy-back because he feels Model S isn't performing as it should

**AE** Joe Finnerty

CLAIMED figures by manufacturers have come under fire in recent weeks with consumers feeling like they're being duped. While the Volkswagen scandal has focused on emissions and now fuel economy, Auto Express has been contacted by a Tesla owner concerned with performance figures.

Sacha Barnes, from Melton Mowbray, Leics bought a range-topping £79,000 Tesla Model S P85D from Tesla Birmingham and was expecting to receive 691bhp – a power output pushing it past the McLaren 650S.

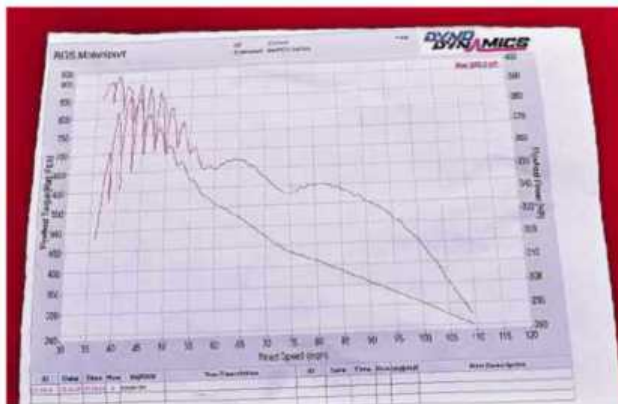
But after just a few weeks, Sacha felt all wasn't well. He told us he wasn't receiving the performance he thought he should be, and having owned a Nissan GT-R, was disappointed by the Tesla's power. He said: "The car is incredible, but nowhere near what I was expecting, to the extent I don't feel comfortable overtaking at high speed."

Sacha searched online and found other P85D owners in Europe were experiencing the same. So Sacha took his Tesla to a dyno to measure the output. He found it maxed out at 393bhp, and said: "It's way less than I was expecting when I ordered in good faith, initially based on advertised figures."

Following the results, Sacha demanded that Tesla buy the car back and give a full refund. We contacted Tesla to find out

## DYNO TEST

Sacha found that reading for his Model S was significantly lower than what he thought it should be



**"Sacha took his Tesla to a dyno to measure the output. He found it maxed out at 393bhp"**

more. Was there really a near-300bhp deficit? A Tesla spokeswoman explained it wasn't quite that simple, because measuring an electric vehicle on a dyno isn't as straightforward as a normal car. The quoted 691bhp is a combined total of the power from each of the P85D's motors and

is a worldwide standard for advertising power. She added: "A true indication of EV performance that is directly comparable to an internal combustion engine is the 0-60mph time and torque figures we quote. The 0-60mph of P85D has actually been cut for all customers since purchase as a firmware update increased the motor power available."

Despite its defence of the claimed figures, Tesla is in the process of organising a buy-back. The Tesla spokeswoman concluded: "Customer satisfaction is of the utmost importance to Tesla. In the rare case when a customer finds their Model S isn't for them, we'll do what we can to help them move on."



Joe Finnerty

**It always pays to read the small print before you sign up for an insurance policy**

**AE** MOVING house or changing bank account means weeks of calls and letters to change your details on bills and official documents.

It's a necessary hassle, and it can be tricky remembering everything that needs updating. Car insurance is one of these, and latest figures show it's an area being forgotten by many.

That's especially the case if you move job or get a promotion. It's not a change that will immediately trigger the need to update your details on other documents like a driving licence or council tax bill. But it's a change that – if left unattended – could invalidate your policy and subsequently mean you're uninsured behind the wheel.

Research by uSwitch.com shows the number of drivers at risk because of this could be as high as 60 per cent. It's important to tell an insurer of a new job, as it's one of the factors taken into account when a premium is set. And yet 41 per cent of drivers aren't aware they need to do so.

While your premium could rise a little, there's actually a chance it'll fall, so it's not necessarily a bad thing. What is a problem, though, is that you'll likely have to pay an admin fee to make a policy change. On average it costs £22, but some insurers charge up to £50. This is unacceptable for a change that has to be done by law.

Motorists shouldn't be financially penalised for keeping their policy up-to-date and making sure they're properly insured. It's times like this when it pays to be with the right insurer. And if you think there's a chance you'll have to change details during the course of a policy, read the small print to check for exorbitant admin fees before you sign up.

Joe\_Finnerty@dennis.co.uk  
@AE\_Consumer

**"If you think there is a chance you will have to change details, check for high admin fees"**



Two-part assembly of tail-light means replacement cost is very expensive



# Astonishing £1,000 bill for ix35 tail-light

Hyundai confirms cost for simple repair to gobsmacked owner

**AE** Martin Saarinen

AT what point do repair costs go from expensive to unbelievable? Chris Wilkes, from Buxted, East Sussex was amazed when Hyundai quoted him over £1,000 to repair a broken tail-light on his ix35 SE.

Chris' ix35 had been slowly reversed into a tree, and there was no body damage, but the left side rear light required replacing.

Unfortunately for Chris, Hyundai quoted £1,039 in parts alone. A spokeswoman for the company confirmed the price was correct.

She told us: "The cost to replace the LED tail-light is roughly £1,000. It is a two-part system, and each can be purchased separately depending on which part is damaged."

She continued: "The larger part costs about £600, while the smaller assembly is circa £400."

Chris was not impressed, telling us: "The price of repairing the rear light is over five per cent of what we paid for the car when it was new. Something must be off."

Chris decided he wasn't going to pay it and went to an independent garage that was able to source the replacement assembly for roughly £300. This, however, will have an effect on his warranty, according to Hyundai.

Chris said: "If I had known that the repair costs would be so high, I would have never bought the ix35 SE in the first place."



**DRIVING DOCTOR**

Paul Ripley  
www.drd.uk.com  
@drpaulripley

**DRIVING** in the dark means different things to different drivers. Some are timid; there are others who appear fearless.

But what's safest? How fast should you drive at night? How does driving in darkness affect your judgement and decision making? How do you ensure your speed is always safe?

Driving at a safe speed in the dark is primarily based on three elements; what you can see, what you cannot see and what can reasonably be expected to happen. Another safe driving rule to use is to ensure you can stop 'well within the distance you can see to be clear'.

Many of us never think about such things, and always expect the expected... rather than expect the unexpected. Driving with the latter in mind and using the 'what if' factor will keep you safer.

Always switch on your lights at dusk or dawn so you can 'see and be seen'. Safe speed can be attained in many ways, but 'the less you can see, the slower you need to drive' is always worth remembering.

Don't take risks and think nothing can happen when vision is limited, failing or restricted. It can and it does. Remember that more than 95 per cent of traffic incidents are caused by human error, so match your speed to the vision ahead.



**Inbox** What do you think?

Contact **Martin Saarinen**

mail@autoexpress.co.uk @AutoExpress

Write to: Watchdog/Letters, Auto Express, Dennis Publishing, 30 Cleveland Street, London W1T 4JD

## HOT TOPIC Honda's new NSX

**FROM: derbigbr** WHAT made the original Honda NSX so special was its supercar-slaying ability. The engineering and handling were on another level. Now I can't wait to see how it will fare when Auto Express tests it against Porsche or the Audi R8.

**FROM: Andy Parker** OF all the numbers, the one that sticks out for me is 1,725kg. That electric power is carrying some serious weight. I was expecting Honda's Formula One expertise to shed some of that mass. Hopefully, this won't affect the handling too much.



We drive Honda's NSX in Issue 1,394 – now it's time for our readers to give their verdict

Join the debate at [www.autoexpress.co.uk](http://www.autoexpress.co.uk)

■ "An estimated £100,000 is just too much to ask for a Honda. Not sure about how well it will drive, either." **Martin Collins**

■ "I would gladly walk past a Porsche dealership and straight to Honda for the NSX. I can't wait for it to hit the market." **Dave**

■ "I want to know how it'll handle. Adding electric motors might be good for straight-line speed but it needs more." **pgtjpsster**

## SEAT on wrong route with sub-par sat-nav

**FROM: Steve Salter** THREE weeks ago, I took delivery of a new SEAT Leon Cupra 280. The car drives brilliantly, but I've noticed the sat-nav is anything but user-friendly. I've resorted to using my old portable Garmin instead. Surely this is not acceptable for a £30,000 car?

## Ford's heated screens are a winter wonder

**FROM: Ray Knight** AS winter and cold mornings are slowly approaching, I'm reminded why I continue to buy Ford. It's one of the few brands that fits a heated windshield in its cars, and has saved me numerous mornings of standing outside with a scraper.

## Same again Landies are missing the point

**FROM: David Walter-Davies** ISSUE 1,395 shows the likely shape of the next Land Rover Discovery. I'm sure I'm not alone in being confused by the similarity of Land Rovers, from the Freelander to the Range Rover Sport. Now it looks like a third clone. What's the point of duplicating one design with a tweak here and there?

## Taxing issue after getting rid of discs

**FROM: Mark Jefferson** I'VE been fined twice by police ANPR for not taxing my vehicle. I never received a letter reminding me to do so, and after paying the first fine, I was fined a second time. I told the DVLA this, but was told it hadn't received my first payment. I never missed a payment with the old tax discs.

**Useful Contacts**

THE following provide help with motoring problems. Some services are free, others charge a fee or operate on premium-rate lines (p), while some offer advice for members only (m).

**Legal**  
AA: 0906 010 1300 (p)  
RAC: 0870 5533 533 (m)  
Which?: 01992 822 800  
Consumer Direct: 0845 404 0506  
Local Trading Standards  
Local Citizens Advice Bureau

**Used car inspections**  
AA: 0800 085 3007  
AA: 0800 085 2529  
**Technical advice**  
AA: 0870 606 1619 (m)  
**Driving licences**  
DVLA: 0300 790 6801

**Car registration/history**  
HPI: 01722 422422  
AA: 0800 316 3564  
DVLA: 0300 790 6802  
RAC: 0800 975 5867  
**Traffic information**  
AA: 09003 401100 (p)  
RAC: 09003 444999 (p)

**Problems with dealers**  
Motor Codes: 0800 692 0825  
Consumer Ombudsman: www.consumer-ombudsman.org  
RMIF: 0845 839 9205 (m)  
Scottish Motor Trade Association: 0131 331 5510

**Problems with makers**  
Motor Codes: 0800 692 0825  
**Financial problems**  
Financial Ombudsman: 0800 023 4567  
**Safety concerns/recalls**  
DVSA: 0300 123 9000





# ULTIMATE GUIDE T



Today's cars offer more technology than ever before – but it's no good if you don't know how to use it. We rate 10 of the top infotainment set-ups on how intuitive they are

**AE** Rebecca Chaplin

AROUND 73 per cent of British adults don't understand how to use all of their car's features, according to research by *BookMyGarage.com*. That may sound like a case of 'don't know, don't care', but at the same time 54 per cent bought their particular vehicle because of the systems it offered.

So, if people are tempted by hassle-saving gadgets but can't work out how to use them, what's the point? We teamed up with tech site *Alphr.com* to put the kit to the test to establish whether it's user-unfriendly or simply that owners have all the gear but no idea.

We broke our test down into five sections, rating infotainment systems on their usability, performance and

TO VIEW THE VIDEO GO TO  
**www.autoexpress.co.uk**



**AUDI**

**BMW**

**FORD**

**JAGUAR**

## AUDI MMI

AUDI'S system is not the most instinctive to use, and buyers will have to get their heads around the new layout. Yet once you've learned where everything is, it's far easier.

As with BMW's iDrive, its touchpad lets you write letters with your finger. This is much easier than using a QWERTY touchscreen, but on test it didn't recognise the letters as quickly as the BMW. It also has a wheel with buttons for the main sections, and reprogrammable fast keys.

One of the nicer touches is the use of Google Earth for navigation, which gives much better detail. The sat-nav route was fast and easy to follow. The home screen is also very clear and there's a good colour contrast. Audio quality gets harsh towards the top end, but generally it's excellent.

### Breakdown

Usability	4
Performance	5
Connectivity	5
Sat-nav	4
Cost	4

score  
**4.4**



### TEST CAR AUDI Q7



Graphics and fast-working set-up make Audi MMI stand out against most systems. Combining many different ways of using interface should ensure it's easy for virtually anyone to grasp; touchpad allows fingertip writing



# 10 INFOTAINMENT

connectivity, and their sat-nav, plus their cost. We then chose the 10 most searched-for car makes, and combined this with the most searched-for infotainment systems, to give us our top 10 models to test. Each car got a score out of five for each section of the test – and here's how we did it...

## USABILITY

TWO seconds looking away from the road is said to increase your risk of an accident by around 24 times, so being able to use an infotainment set-up quickly and safely is vital. We assessed how long it took to operate various functions, such as tuning a DAB radio station, and how many steps there were to access different features.

## PERFORMANCE

A SYSTEM that's just slow to respond can prove equally distracting to drivers, plus the interface can be infuriating rather than helpful. We tested how quickly the screens loaded, their colour quality and brightness, the cars' internet connection speed, audio quality and voice commands, which can be infamously problematic.

## CONNECTIVITY

HAVING multiple options to connect your phone or multimedia device is no use if they don't work – so we put them all to the test. We looked at how easy they were to link to various phones, and whether the onboard computer would

remember the connection when we left the car. We also tested any onboard apps or systems, such as Mirrorlink.

## SATELLITE NAVIGATION

If you've decided to specify an infotainment system, sat-nav will probably be one of the features you use most. We ran the same test route with each of the cars to see how accurate and quick the routes were.

## COST

PROBABLY the most important question is whether it's worth specifying an infotainment system. We looked at what you get for your money and how much add-ons cost.



MAZDA

MERCEDES

NISSAN

SEAT

VAUXHALL

VOLKSWAGEN

## BMW iDRIVE

THE iDrive system is the most intuitive infotainment set-up on the market. It's controlled by a wheel, a collection of buttons, fast keys and a touchpad. Fast keys can be programmed with functions you use the most, such as calling home, taking you to a particular destination or simply storing your favourite radio stations. This saves time and also means minimal distraction while you're driving. We found it performed very quickly, too, so there's no waiting for screens to load.

When travelling, you're better off following the BMW's sat-nav system than your own instinct – even if you are familiar with the route – because it knows best. Its traffic knowledge is excellent and it will direct you away from any congestion.

### Breakdown

Usability	5
Performance	5
Connectivity	4
Sat-nav	4.5
Cost	4

score  
4.5



Olis Clay

### TEST CAR BMW 3 SERIES



BMW's iDrive displays live pages, so you can go back into where you were without having to re-enter the info. Wheel and touchpad provide main interface, while fast keys can be programmed with your most-used functions



## FORD SYNC 2

BY dividing the home screen into four key sections – sat-nav, entertainment, climate and phone – Ford has made its SYNC 2 system very simple. However, jumping into the maps screen will find you buried in a sea of options scattered around the page.

Connectivity is Ford's strong suit, with Bluetooth and two USB ports. It can also 'tether' your phone to make the car a hotspot or connect its Wi-Fi to an external hotspot.

The system's let down by its performance. The touchscreen was slow to respond, as were screen-to-screen times, and scrolling through our entire playlist took among the longest of the cars tested. Overall the audio quality offered a good all-round sound, but again the screen let it down as it wasn't very bright and the colours were a bit grey.

### Breakdown

Usability	3.5
Performance	3.5
Connectivity	4
Sat-nav	4
Cost	4

score  
**3.8**



### TEST CAR FORD MONDEO



Plenty of buttons and controls mean the SYNC 2 system is confusing at a glance. Using voice commands makes things simpler, but you need to remember them! Ford's set-up was let down by some slow responses at times

## MAZDA MZD CONNECT

THE greatest aspect of the Mazda system is its simplicity. It's operated using either the touchscreen or the wheel located by the gearstick, with buttons for key features including music, home and sat-nav. This makes it easy to operate while driving, as you can easily jump to important functions without taking your eyes off the road.

The system's very intuitive and quick to respond, with a good screen and sound. Our devices connected without a problem using the USB port, but it struggled via Bluetooth and didn't always offer the full range of functions. On our CX-3, the seven-inch colour screen comes as standard with Aha and Stitcher music apps. However, lower down the range SE models get only an FM radio and a CD player.

### Breakdown

Usability	5
Performance	3.5
Connectivity	3
Sat-nav	4
Cost	4.5

score  
**4.0**



### TEST CAR MAZDA CX-3



Mazda system is impressively simple to use. Integrated Internet radio apps give an excellent alternative to the usual DAB. My Mazda phone app means you can keep all your important car info somewhere accessible



## JAGUAR INCONTROL TOUCH

THE Jaguar InControl infotainment system looks good with its big screen, and is easy enough to view, but it is a slight case of style over substance.

The home screen is very clear, and features four main options, yet some of the layout choices seem less than logical – such as the provision of a small button with squares on for the satellite navigation settings.

On the whole the system is very usable, but it can be slow to respond to inputs. When we tested it we found that the volume would change seconds after we twisted the dial. However, this is weighed up against the cost, which is reasonable. The standard model gives you an eight-inch touchscreen, navigation and DAB.

### Breakdown

Usability	4
Performance	3
Connectivity	4
Sat-nav	3
Cost	4

score  
**3.6**



### TEST CAR JAGUAR XE



From the outset, the InControl system appears bright and sleek, but it's held back by sluggish responses to operator inputs. Linking the system to your smartphone means you can check stats such as fuel remotely

## MERCEDES COMAND

COMAND works well, but it looks like it's been dragged out of the early 2000s after a bad bout of the Millennium Bug. The screen isn't particularly bright, yet the blacks are very deep, making it easy to read even in low light. The Mercedes also won points for being our only test car to find the specific house we were looking for with the postcode we used. The arrival time was accurate and the traffic updates helpful.

Voice commands are easy to use, as the system will prompt you with recorded requests, so there's no need to glance at the screen. They can get long-winded and tedious, though. COMAND was let down by its high price (where it's an option), as well as its connectivity, as it struggled to connect with all of the devices we used in our test.

### Breakdown

Usability	3
Performance	4
Connectivity	3.5
Sat-nav	4
Cost	2.5

score  
**3.3**



### TEST CAR MERCEDES GLA



Get online with COMAND either by tethering your phone or finding a hotspot – although we found it struggled to connect via USB. Interface seems dated, and while voice controls are easy to use, they're a bit long-winded



## NISSAN CONNECT

THE Nissan system feels very dated compared to its competition. Poor screen and graphics quality, along with below-par audio and rattling speakers at high volume, brought down its score. It also struggled in the connectivity tests; it'd connect only on a very basic level to the devices, and wouldn't allow us to skip music tracks.

However, the system's simple to use and packed with features for a reasonable price. The combination of touchscreen and real buttons for the functionalities makes it easy to navigate. The sat-nav is quick and simple to use, but the journey took less time than predicted. Entering a destination involves only four steps, and if you want to find a fuel station while navigating a route, there is an icon purely for that.

### Breakdown

Usability	4
Performance	2
Connectivity	3
Sat-nav	3.5
Cost	4

score  
**3.3**



### TEST CAR NISSAN QASHQAI



Nissan's infotainment set-up might feel dated and basic compared to some systems, and connectivity could be better, but it's very easy to get your head around. It also benefits from useful apps such as Google Search

## VAUXHALL INTELLILINK

LATEST Vauxhall infotainment set-up offers features you'd previously have expected solely on more premium cars. Not only is there plenty of standard kit, you can also add OnStar with a concierge button and its own 4G web. This is free for 12 months, but £79 from then on, excluding internal Wi-Fi.

Even standard models are packed with gear – a seven-inch touchscreen, DAB, Bluetooth, Apple CarPlay and Android Auto. You can pay £700 to get an eight-inch touchscreen, sat-nav and more, but this is included on higher-spec cars.

The system is all touchscreen apart from four buttons, and generally it's intuitive to use despite some quirks. Sat-nav routing is very good and postcode input is simple, but adding an address is long-winded.

### Breakdown

Usability	4
Performance	4
Connectivity	5
Sat-nav	3.5
Cost	5

score  
**4.3**



### TEST CAR VAUXHALL ASTRA



Vauxhall's IntelliLink is far better than anything the manufacturer has offered before. Using a combination of buttons, touchscreen and voice commands, it makes life easy. Even standard models are packed with features



## SEAT FULL LINK

IT isn't the most interesting to look at, but SEAT's system is easy to use. Everything is clearly located on the touchscreen, and there are eight buttons to these sections surrounding the screen. You can live it up with Full Link, which costs only £150 and adds the brand's own phone integration, Apple CarPlay, Android Auto or MirrorLink. Both the Apple and Google systems are excellent, and are well worth adding.

There's a clear similarity between this and parent company Volkswagen's system, but screen contrast is slightly down in comparison. The audio goes very loud, with strong bass and vocals. And generally, SEAT's own nav works very well. It offers excellent connectivity and simplicity for a bargain price.

### Breakdown

Usability	5
Performance	4.5
Connectivity	5
Sat-nav	4.5
Cost	5

score  
**4.8**



### TEST CAR SEAT LEON



Simple, clear... and it just works. SEAT's system gets an almost perfect score here, as it's intuitive and works quickly. Using the company's own car app means you can have texts read out loud and make driving social

## VOLKSWAGEN DISCOVER

VOLKSWAGEN'S infotainment system combines a touchscreen with eight buttons taking you directly to different sections of the system. The screen colouring is mainly dark and very deep, which makes it easy to read even if the sun is shining.

Yet connectivity was patchy, with our Motorola and Nokia phones connecting well via Bluetooth and USB, but our iPhone 6 and BlackBerry showing errors. All screens took less than a second to load, and the system was extremely fast to boot up.

In this system, even if the sat-nav routing seems mad, it'll be the fastest way to your destination. But it lost points for complex on-screen commands. However, models from 2016 will come with Apple CarPlay on Nav Pro as standard or for just £100.

### Breakdown

Usability	5
Performance	4
Connectivity	3.5
Sat-nav	4
Cost	4

score  
**4.1**



### TEST CAR VW GOLF



Choosing to get live traffic updates on your Volkswagen is a must, as its system is flawless and will always take you on the fastest route. Dark and deep screen colours make it easy to read even if the sun is shining





# Toyota Prius

## Performance

0-60mph/top speed  
10 secs/115mph (est)



## Running costs

85mpg (est)  
£49 fill-up (est)



**FIRST DRIVE** We try bold Mk4 hybrid in Japan. Is it the best yet?



**Mat Watson**

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@mat\_watson

**AE** WHEN the Toyota Prius first went on sale in Japan in 1997, it was a technological marvel – a car that caused jaws to drop and environmentalists to open their chequebooks.

Fast-forward 18 years, and Toyota is again creating a stir with the hydrogen fuel-cell-powered Mirai, but we shouldn't forget the Prius. The brand has just launched an all-new fourth-generation model, and we were granted early access to it in Japan.

Those who think the current car is a little too edgy probably aren't going to like the newcomer's design. It follows on from the Mirai and is an origami mishmash of crazy lines and angles. Yet they're not all for show.

Creases in the body combined with the long tail make the car more aerodynamic, quieter at speed and also help boost efficiency. A raft of new soundproofing over the previous Prius adds to its hushed

persona – there's virtually no tyre roar and only the faintest wind noise on the move.

The Mk4 model is built on Toyota's new front-wheel-drive platform, which will go on to underpin many cars in its range. It's 60 per cent stiffer than that of the old Prius, plus it's longer, wider and lower. Heavy items such as the drivetrain, batteries and the passengers are positioned closer to the ground to improve the centre of gravity.

These improvements are designed to make the newcomer more fun to drive, and it's definitely much better than before. This Prius steers sharper, corners flatter, responds quicker and rides better than its predecessor. The engine is new, as are the electric motor and the CVT auto box. Toyota says these combine to make the car 18 per cent more

efficient, so expect claimed economy of around 85mpg and 75g/km CO<sub>2</sub> emissions.

With a 97bhp 1.8-litre petrol engine and 71bhp electric motor, the Prius feels nippy off the mark and will get from 0-60mph in around 10 seconds. But as is the way with hybrids, acceleration fades off after 50mph.

The new powertrain provides noticeably smoother progress and will drive on electric power alone for longer and at slightly higher speeds. When the petrol engine finally kicks in to drive the front wheels, the transition is smoother than in the Mk3. Also, under hard acceleration, the engine doesn't rev quite so high – so there's less drone as the CVT box holds the engine at the optimum rpm.

We drove both the new and old Prius over some makeshift bumps on the otherwise

**"This Prius steers sharper, corners flatter, responds quicker and rides better than its predecessor"**





**34 MACAN GTS**  
Behind the wheel as Porsche gives small SUV thrilling GTS treatment.

**36 FERRARI F12tdf**  
Hardcore version of V12 stunner features hi-tech four-wheel steering.

**38 VW PASSAT GTE**  
Plug-in hybrid saloon claims 148mpg. We see if it delivers on UK roads.

**40 AUDI Q7 E-TRON**  
Is diesel/electric luxury SUV a better bet than standard TDI model?



## NEED TO KNOW

The entry price of the Prius is now £1,300 more than it was before

## Essentials

### Toyota Prius

**Price:** £23,395

**Engine:** 1.8-litre petrol engine, 97bhp, plus electric motor, 71bhp

**0-60mph:** 10 seconds (est)

**Top speed:** 115mph (est)

**Economy:** 85mpg (est)

**CO<sub>2</sub>:** 75g/km (est)

**ON SALE Now**



**PRACTICALITY** As the Prius is longer and wider than before, passengers in the rear benefit from more legroom. The boot is 56 litres larger, too, at 558 litres

**EQUIPMENT** All models come with dual-zone climate control, LED lights, an electric driver's seat and the latest Toyota Touch 2 touchscreen system



New Prius is more fun to drive than its predecessor, with much sharper steering and eager responses in corners. Refinement has also been improved



### Centrally mounted driver's display looks the part in futuristic cabin

super-smooth Fuji Speedway, and the newcomer was far better at neutralising the obstacles. It's clear that a traditional hatch like a Ford Focus is still more enjoyable to drive, yet this probably isn't something that will trouble most Prius buyers.

In some markets, the Toyota will get lithium-ion technology; but in the UK, the car uses the cheaper nickel-metal hydride cells – just like in the original 1997 Prius. Now smaller and 10 per cent more efficient, they're located under the rear passenger seat – freeing up an extra 56 litres of boot space. The trade off is that rear headroom is quite tight for taller adults, which is a shame considering the impressive legroom.

As well as lowering the centre of gravity, Toyota's new platform has reduced the height of the bonnet, so you get a better view out of the front. Overall visibility is

good; the only issue is that the split back screen continues to hamper rear vision.

Interior quality has improved, and on all but the entry-level model, there's now soft-touch plastic on the dash and on top of the doors – like European cars have long had. However, the design is more adventurously futuristic than any hatch on sale, while the graphics of the centrally mounted driver's display are bright, colourful and clear.

There are a few oddities, though. For instance, there's a bizarre, shallow storage area between the front seats, which seems of little use, plus the controls for the heated seats are hidden away behind the centre console as if they're some kind of secret.

Toyota claims all the changes make the new hybrid more fun, and although we wouldn't go that far, they do ensure it's a lot more pleasant to drive. So while it may not be the groundbreaking machine it once was, the perennial Prius is a much more compelling package than it's ever been.



## Verdict

IF you can get over its styling and relatively high price, the new Prius is well worth a look for those after a spacious family car with impressive economy and tax-busting emissions. A diesel car may work out more efficient on longer motorway journeys, but if you do lots of town driving, the comfy, nippy and quiet Prius is a good companion and no longer a compromise.







Nathan Morgan



**INTERIOR**  
Dashboard is as well designed as ever, while rear seats can comfortably seat children. Plus, the 115-litre boot under bonnet is narrow but deep



**Performance**  
0-62mph/top speed  
4.2 seconds/182mph



**Running costs**  
38.2mpg (official)  
£71 fill-up



# Porsche 911

**FIRST DRIVE** Turbo power marks new era for 911. What's it mean from behind the wheel?



**Sean Carson**  
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**AE** WHAT you really need to know about this facelifted Porsche is that even the everyday rungs of the 911 ladder – the Carrera and Carrera S – now have turbos. That's a big step for the brand, as this is the most significant change to arguably the world's most iconic sports car in 52 years. But diehard fans needn't worry, as Porsche has captured the spirit of the 911 perfectly with this significant mid-life update.

We tested the £76,412 Carrera – the more muscular S costs £85,857 – and with power up 20bhp to 365bhp thanks to the all-new 3.0-litre twin-turbo flat-six, it's blisteringly fast. The extra urgency comes from the huge slug of turbo torque from only 1,700rpm. There's 450Nm on tap, which means the 911 no longer thrives on revs like it used to.

Instead, as it weighs only 45kg more than before, when you push the throttle

it explodes into the distance as the turbocharged surge of acceleration shocks you back into your seat. With the seven-speed PDK dual-clutch auto box and Sport Chrono option – made up of active engine mounts, additional driving modes and launch control – the Carrera will do 0-62mph in 4.2 seconds. It's 3.9 seconds in the S – the first regular 911 ever to dip under four seconds. That means it's a serious performance car.

On our mountainous Tenerife test route, punching out of tight hairpins thanks to the solid wall of drive from low revs, the 911 feels every bit as good as those performance claims, too. It's here where the turbos are most noticeable, as they've added superb flexibility, the engine pulling from low down out of tight corners without fuss. You don't

have to work the box quite as hard, but it's still a delight if you want to. The rev limiter's been cut to 7,500rpm, and it's lost a little of the old car's high-rpm fireworks, but it still rasps and barks like a 911 should, overlaid with the faintest hint of turbo whistle.

Adding the central-exit, twin-pipe sports exhaust releases a few more welcome decibels and a typical bassy flat-six thrum.

One of the difficulties with turbocharged engines is lag, but here throttle response is good, with an urgent edge to the engine's pick up – especially with the S's extra torque. There's still a slight pause in performance if you catch the engine off-boost, though.

Importantly, with Porsche's PASM adaptive suspension dampers now standard on the 911, body control has been tightened

**"This is the most significant change to arguably the world's most iconic sports car in 52 years"**







Body control has been tightened up by standard PASM adaptive dampers



Twin central-exit sports exhausts emit a typical bassy flat-six thrum

up. Porsche claims this makes the car both more comfortable and a better performer, too. And despite a 10mm reduction in ride height compared to the previous model, the new 911 rides with real composure and dealt well with Tenerife's torn tarmac.

Stiffen it up with the various driving modes and you can feel the extra focus immediately. Turn-in has traditionally been the 911's weak point, but with wide tracks and fast steering, the nose tucks into corners naturally. It's helped by a smaller steering wheel than before, which makes the system more direct.

Purists won't like the turbos, but despite this controversial move, Porsche has served up an impressive package that broadens the car's appeal. The newcomer is more efficient as well, returning 38.2mpg and 169g/km of CO<sub>2</sub> with the PDK box. As a result, the 911 is better where it matters most. It might have lost a little of its trademark aural signature, but it's still the sports car to beat.

**PAGE 34: Porsche Macan GTS driven**

## Essentials

### Porsche 911 Carrera

<b>Price:</b>	£76,412
<b>Engine:</b>	3.0-litre 6cyl turbo
<b>Power:</b>	365bhp
<b>Transmission:</b>	Seven-speed PDK auto, rear-wheel drive
<b>0-62mph:</b>	4.2 seconds
<b>Top speed:</b>	182mph
<b>Economy:</b>	38.2mpg
<b>CO<sub>2</sub>:</b>	169g/km

### ON SALE Now



**ENGINE** New 3.0-litre twin-turbo flat-six engine boosts Carrera's power by 20bhp over its predecessor. It now delivers 365bhp to the rear wheels via twin-clutch PDK auto box, while 450Nm of torque kicks in at only 1,700rpm



**EQUIPMENT** Stylish alloy wheels hide brakes that deliver power to match performance. Adaptive dampers are standard, while online nav and real-time traffic information are included, alongside Apple CarPlay connectivity



## Auto Express Verdict

**EVEN** though it's turbocharged, the 911 is now faster, cleaner and meaner than ever. It's still a sensational driver's car, and on paper it's better in every way except for a slight price rise – but then, you do get more kit and performance. We miss that razor-sharp character just a little, although that final few per cent of visceral involvement from the old, naturally aspirated engine has been replaced by startling acceleration and improved efficiency.





## New cars



# Porsche Macan GTS

**FIRST DRIVE** GTS upgrade makes Macan best-driving SUV in the world



**Sean Carson**  
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**AE** THE Porsche Macan hit the headlines when it launched last year as the best-handling SUV around. But now it's even better from behind the wheel, as Porsche has applied its driver-focused GTS upgrades to make this the sportiest model yet.

However, it's actually got less power than the Macan Turbo. The 3.0-litre twin-turbo V6 in the GTS delivers 355bhp and 500Nm of torque, which with launch control and the standard seven-speed PDK dual-clutch auto gearbox, means a scorching 0-62mph time of five seconds flat.

Porsche has focused on tuning the Macan's chassis, so the GTS sits 15mm lower than the lesser 'S' on its stiffer suspension. Like the new 911 (driven on Page 32), Porsche's PASM adaptive dampers are standard here, so you can cruise around in comfort in the Normal mode, retaining the regular car's supple ride even on 20-inch alloys.

Select Sport and the GTS's more focused setting over the standard car is obvious – the Macan rolls less in bends, and there's



Porsche's new infotainment system features inside; seats are specific to the GTS model

a surprising amount of grip given the size and weight of the car. As a result, you can throw the Macan into bends at a rate that would embarrass some sports cars.

Pin the throttle on the exit and it punches out with unflappable traction thanks to four-wheel drive. The engine revs with a snarl, the exhaust cracking on gearshifts. Yet the

GTS never feels truly rapid – it's brisk in a straight line, but hit a twisty road and it's clear where Porsche has focused its efforts.

The brand's designers have tweaked the car's styling to show its sharper character, too. Those 20-inch wheels are standard and there's also an emphasis on black, with a more prominent grille and blades in the front bumper, black GTS inserts on the doors and satin black quad exhaust pipes in the new, dark rear diffuser.

Inside, there's lots of Alcantara for the GTS-specific seats and contrasting stitching to reinforce the sports theme. And with the debut of Porsche's new infotainment system in the Macan, the GTS is actually the most usable model in the range.

As a result, the latest addition to the Macan line-up blends usability and performance neatly. If you want the best-driving SUV on the market, look no further.

**Black quad exhausts, dark diffuser and unique badging identify the GTS at rear**

## Essentials

### Porsche Macan GTS

<b>Price:</b>	£55,188
<b>Engine:</b>	3.0-litre 6cyl twin-turbo
<b>Power:</b>	355bhp
<b>Transmission:</b>	Seven-speed PDK auto, four-wheel drive
<b>0-62mph:</b>	5.0 seconds
<b>Top speed:</b>	159mph
<b>Economy:</b>	32.1mpg
<b>CO<sub>2</sub>:</b>	207g/km

**ON SALE Now**



**EQUIPMENT** GTS logo adorns dials. Sports seats, a new infotainment system and tweaked light clusters are standard, as well as darkened trim throughout



**SUSPENSION** Porsche's PASM adaptive dampers can be adjusted to suit your mood. Active engine mounts and snarling exhaust also feature



**PRACTICALITY** The 500-litre boot matches the rest of the range, and can be increased to 1,500 litres if you fold the rear seats down

## **AUTO EXPRESS** Verdict

THE Macan GTS makes Porsche's baby SUV even more appealing for drivers, thanks to increased power over the standard S model and a highly tuned chassis. At £55,188 it's not cheap, but it's more affordable than the £62,540 Turbo and offers even more agility and balance. It's also just as usable, but with new connectivity and multimedia tech inside, it shows Porsche isn't resting on its laurels.





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Four-wheel-steer system is a first for Ferrari, and gives F12 incredible cornering agility

# Ferrari F12tdf

## Performance

0-62mph/top speed  
2.9 secs/211mph-plus



**FIRST DRIVE** We get behind the wheel of new hardcore V12 supercar

**AE** Jethro Bovingdon

FERRARI is on a roll. The dearly departed and impossibly hardcore 458 Speciale was joyously exciting and the new turbocharged 488 GTB elevates forced induction to new heights in terms of response and ultimate power delivery. So this new limited-run F12tdf – a lighter, faster and more aerodynamic version of Ferrari's flagship front-engined V12 car – should be nothing short of a landmark. Just 799 will be built at £339,000, but they're all sold, of course.

The spec sheet is dripping with promise. The already scintillating 6.3-litre V12 is reworked to produce 769bhp at 8,500rpm (up by 39bhp) and 681Nm of torque at 6,750rpm (a 15Nm increase). Gearshifts are 30 per cent faster, downforce has increased dramatically and weight is down by 110kg thanks to extensive use of carbon fibre. Performance is nothing short of incredible: 0-62mph in 2.9 seconds, 0-124mph in 7.1 seconds and a top speed of over 211mph.

But the real innovation is in the chassis and electronics. The tdf is the first Ferrari fitted with four-wheel steering, here dubbed Virtual Short Wheelbase.

In fact, that title is slightly misleading. The hyper responses that are so reminiscent of a very compact car are actually created by mechanical changes – primarily much wider front tyres, up from 255-section to 285 and much stickier Pirelli P Zero Corsa rubber. The four-wheel steer is there to stabilise the car. Without it Ferrari claims the tdf couldn't have this level of agility without unstable oversteer that only the very best drivers could handle.

On the brand's Fiorano test circuit in Italy, it initially feels almost scarily responsive and even quite unnatural. Until you learn to trust the car, the odd sensation of the front and rear being slightly disjointed makes it tricky to be smooth and progressive. Out on the road, the tdf is more immediately friendly,



Steering is ultra-responsive, but tdf has hardcore ride and you never feel fully in control

but it remains an extremely hardcore car in terms of response, performance and ride.

The engine is just fabulous: a soaring, relentless, screaming V12 that makes any other engine you care to mention feel dull and a bit weedy. It's not inherently evil by

any means and grip and traction are remarkable, but you never feel absolutely certain that it's going to look after you. Allied to the pretty firm ride quality, the result is that it's just not quite as fluid as the other great Ferraris.

**"The soaring, relentless, screaming V12 makes any other engine you care to mention feel a bit weedy"**

## Essentials

### Ferrari F12tdf

Price:	£339,000
Engine:	6.3-litre V12 petrol
Power:	769bhp
Torque:	681Nm
Transmission:	Seven-speed auto, rear-wheel drive
0-62mph:	2.9 seconds
Top speed:	211mph-plus
Economy:	18.3mpg
CO <sub>2</sub> :	360g/km

**ON SALE Sold out**



**AERODYNAMICS** The new carbon fibre bumpers and active aerodynamics on the tdf have increased downforce by a huge 87 per cent over the standard F12



**STYLING** Distinctive vents in the bodywork, as well as the new front and rear diffuser, are also there to help suck the tdf down on to the road



## Auto Express Verdict

THE F12tdf is extraordinarily talented, with what could be described as the best drivetrain of any car on sale. The 6.3-litre V12 is a masterpiece. However, the incredibly agile chassis requires experience to exploit and time to adapt to. It's not immediately intuitive and at times the F12tdf can feel edgy and unforgiving. The 799 hand-picked customers are likely to be very experienced, but for others it might be a step too far.





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Plug-in GTE is available in estate or saloon version

## Essentials

### VW Passat GTE Estate

<b>Price:</b>	£36,500 (est. including £5,000 Government grant)
<b>Engine:</b>	1.4-litre 4cyl petrol plus electric motor
<b>Power:</b>	215bhp
<b>Transmission:</b>	Six-speed DSG automatic, front-wheel drive
<b>0-62mph:</b>	7.6 seconds
<b>Top speed:</b>	140mph
<b>Econ/CO<sub>2</sub>:</b>	176.5mpg/37g/km

**ON SALE December**



**CHARGING** Bulky electric charging cable has its own storage area under the boot floor – it's easy to get to and simple to plug in for up to 31 miles of EV driving



**PRACTICALITY** Even with batteries under the floor, the Passat's boot is still huge. There are plenty of easy-to-use touches like one-touch folding seats



**CABIN SPACE** Rear seats provide loads of room for three adults, although there are a few bits of trim that reveal where VW has had to keep costs down

## AUTO EXPRESS Verdict

PLUG-in hybrids will become more and more commonplace in car makers' line-ups, not just Volkswagen's, and this is a great standard bearer for the genre. It's a stylish, easy-to-drive and reasonably swift saloon or estate with little compromise. The brakes, like all cars with electric power, take some getting used to, but the price and running costs make this car a really tempting proposition.



# Volkswagen Passat GTE

**FIRST UK DRIVE** Petrol-electric hybrid arrives in UK, and we try estate



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**AE** WHEN you talk of VW these days, it's hard not to think about *that* story. But the company is desperate to move on and this sort of car is exactly what it's pinning its hopes on – the plug-in hybrid Passat GTE.

It follows the already trodden path of the Golf GTE, but with a slightly more powerful 154bhp 1.4-litre petrol engine combined with a 114bhp electric motor, offering a blend of swift performance and impressive claimed fuel economy.

Plug the Passat GTE in overnight and you'll wake up with an all-electric mode that will, in theory, take you up to 31 miles. Total range with the engine and motor working in tandem is claimed to be 684 miles. While we're talking claims, average economy according to the current official test is 176.5mpg, with CO<sub>2</sub> figures set at 37g/km. Great news for company car buyers and Congestion Charge payers.

And by wearing a GT badge, VW is hinting that there's a bit of fun to be had, too. With the car in Sport mode (one of a few that also



Dash is pure Passat with clear, easy-to-use controls plus buttons for EV drive modes

include Eco, Comfort and Normal) and the hybrid system working to full effect, the car races from 0-62mph in 7.6 seconds.

What's even more fun, though, is the instant kick the electric motor gives you if you floor the throttle while cruising – there's a real noticeable shove, although the sudden boost soon runs dry. This isn't

a sports estate, though, in spite of the badge. Leave the car to its own devices and it'll shuffle between power sources more seamlessly than many rivals. It's quiet, too.

On full electric power, the extra weight this Passat carries is noticeable – the acceleration feels more blunted. The ride is also a shade lumpier than other models.

Other than the price, which isn't that lumpy when you look at the cost of top-spec diesel Passats, there are few compromises. The cabin is still smart and well appointed (even if a few cost-cutting cheaper plastics are obvious), there should be a decent level of kit on GTE and GTE Advance models when official details are released, and the cabin remains super spacious.

Crucially the huge boot is unaffected by the batteries beneath – the seats fold simply and there's a clever storage space for easy access to the beefy power cable.

GTEs get C-shaped LEDs and blue trim on grille







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#### NEED TO KNOW

Prices haven't been confirmed, but the e-tron is expected to cost around £10,000 more than a Q7 3.0 TDI with a similar spec

# Audi Q7 e-tron

#### Performance

0-62mph/top speed  
6.0 seconds/140mph



#### Running costs

166.2mpg (official)  
£83 fill-up



**FIRST DRIVE** Luxurious five-seater SUV gets plug-in hybrid treatment. So is it a winner?



**Richard Ingram**

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**ALTERNATIVE** fuels are the future. From pioneers like Nissan to latecomers such as Volvo, nearly every manufacturer has an electric car or hybrid in its range. It comes as no surprise, then, that Audi's e-tron family is expanding, and the big and brash Q7 SUV is the latest model to join the range.

The new Q7 e-tron combines a 254bhp 3.0-litre TDI diesel with a 94kW electric motor to deliver total power of 368bhp. It's got a sizeable 700Nm of torque, too, which comes in handy when you're lugging around 202kg of lithium-ion batteries.

From the outside, you'll struggle to tell it apart from a standard Q7, and as it's based on SE spec, the car gets an equally luxurious interior with swathes of leather. The TT's Virtual Cockpit is standard, although that does little to justify the estimated £15,000 premium (not including the Government grant) over the already efficient diesel.

What does help are the numbers. This 2.5-tonne SUV is 450kg heavier than the Q7 3.0 TDI, thanks to "additional hybrid components" – yet it claims 166.2mpg and promises to travel 35 miles on electric power alone. Like any PHEV, you'll need regular access to a charging point to get close to those figures, but you can't argue with the class-leading 46g/km of CO<sub>2</sub>. That means it's not only free from VED, but it's also dirt



**Interior has same sense of occasion as other Q7s, and ride is comfortable. You can feel extra weight, but e-tron is fast**

cheap to run as a company car, thanks to a five per cent Benefit in Kind rating.

In EV mode it's eerily quiet, and even at motorway speeds all you'll hear is the very slightest roar from the 20-inch wheels. On the standard air-suspension it's extremely comfortable, but you can feel the extra

**"Regenerative brakes feel overactive as you pull to a halt, but throttle response is immediate"**

weight, and as a result it's not as playful as the standard car. It rolls a bit more and the steering is too light. Plus, the regenerative brakes can feel overactive as you come to a halt – removing virtually all pedal feel.

That said, the instant torque from the electric motor means throttle response is immediate, although there can be a bit of a delay when accelerating away from junctions if you haven't come to a complete stop.

The e-tron offers four drive modes: EV, Hybrid, Battery Hold and Charge. The first prioritises emission-free driving, while Hybrid provides the best compromise of electric and engine power to maximise

efficiency. Battery Hold will retain current charge, while Charge will generate electricity and boost the batteries using the TDI engine.

The clever stuff comes when you enter an address into the sat-nav. Using navigation, radar and camera data, the e-tron generates a detailed image of the route up to two miles ahead – preparing the drivetrain to use, save or generate charge. It also advises you when to lift off the throttle by illuminating an icon on the dash and pulsing through the pedal.

It works very well, and in theory – if you leave the drive modes alone – will result in a near-empty battery and full fuel tank when you reach your destination.



**Essentials****Audi Q7 e-tron**

<b>Price:</b>	£65,000 (est. before £5,000 Government grant)
<b>Engine:</b>	3.0-litre V6 diesel, plus electric motor
<b>Power/torque:</b>	368bhp/700Nm
<b>Transmission:</b>	Eight-speed automatic, four-wheel drive
<b>0-62mph:</b>	6.0 seconds
<b>Top speed:</b>	140mph
<b>Economy:</b>	166.2mpg
<b>CO<sub>2</sub>:</b>	46g/km

**ON SALE December**

**EQUIPMENT** Despite being based on SE, all Q7 e-trons get Virtual Cockpit from TT, which can be set to show range from different sources. MMI Navigation is also included, as are leather and DAB radio



**CHARGING** A full charge takes around eight hours from a domestic socket, although if you plug your Q7 e-tron into a rapid charger, that time will drop to just two-and-a-half hours

**Verdict**

AS with any plug-in hybrid, you'll need regular access to a charge point to realise the Q7 e-tron's efficiency potential. Yet even if you never charged the batteries, it's unlikely to use that much more fuel than a conventional 3.0-litre TDI diesel. It still drives well and has the same exquisite cabin, so the only real sticking point is the price. For many people, the lure of low running costs in such a practical and well engineered package will be too hard to ignore.



# Suzuki Baleno

**FIRST DRIVE** More spacious sister car to Swift scores on value for money**NEED TO KNOW**

A new 1.2-litre mild hybrid powertrain is also available in the Baleno

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**AE** THE name may not be new, but the car certainly is. Suzuki is making a habit of developing small, practical and great-value hatchbacks, so the all-new Baleno arrives with a weight of expectation.

Strangely, it enters a market Suzuki already occupies with the Swift. The brand says the two aren't direct competitors; instead, it claims, the Baleno offers buyers a more spacious in-house alternative.

The car sits on a fresh platform and is the first model to be offered with Suzuki's new 1.0-litre petrol turbo. It's 100mm longer and 50mm wider than the Swift, while the 355-litre boot is bigger than in some cars from the class above. Inside, there's space for two adults in the rear; three if you breathe in.

Yet unlike many models in this market, the Baleno doesn't make a lasting impression. In fact, the nondescript styling is likely

to look 10 years old after only two. As for cost, Suzuki is yet to confirm numbers, but an expected entry price of £12,000 is good, while £14,000 for top-spec cars

is better value than Ford's Fiesta, which is smaller and less well equipped.

The new engine develops 110bhp and 170Nm of torque, pretty much matching its closest rivals. But while it's cleaner than the Vauxhall Corsa, the Baleno's 62.7mpg and 103g/km of CO<sub>2</sub> trail the sub-100g/km Ford.

As it weighs only 905kg – 100kg less than the Swift – it has healthy shove. Nearing top revs the engine noise reverberates into the cabin, but in town it's well isolated. On the motorway, this is soon drowned out by wind deflected from the A-pillars.

The Baleno lacks the polish of the Corsa at high speed, yet in town and on tight roads it shines more brightly. The steering is a bit vague but it's hooked up to a responsive front end, making it feel agile – just like the Swift. While there's some body roll through fast corners, there's always plenty of grip. Initially the ride feels well judged, but hit a bump and the suspension feels short of travel, making the Baleno bounce around.

Inside, cheap plastic trims every surface, and while you get a seven-inch digital display as standard, it's slow to respond.

**Baleno has lots of grip, but could be more refined**

**Essentials****Suzuki Baleno 1.0 Boosterjet**

<b>Price:</b>	£14,000 (est)
<b>Engine:</b>	1.0-litre 3cyl turbo
<b>Power:</b>	110bhp
<b>Transmission:</b>	Five-speed manual, front-wheel drive
<b>0-60mph:</b>	10.5 seconds (est)
<b>Top speed:</b>	124mph
<b>Econ/CO<sub>2</sub>:</b>	62.7mpg/103g/km

**ON SALE May 2016**

**PRACTICALITY** Baleno is one of the most practical superminis around, combining a roomy 355-litre boot with generous rear passenger space



**EQUIPMENT** All models are expected to come with air-con and sat-nav, controlled through stylish central screen, as well as alloy wheels

**Verdict**

THE Baleno hatchback continues Suzuki's tradition of offering a lot of car for not much money. But to take the plunge, you'll have to be willing to sacrifice quality and image – things that are becoming increasingly important for small-car buyers. Although this car is spacious and well kitted out, ultimately it can't match the increasingly high standards set by a rich pool of rivals.





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# Nissan Navara

**Performance**  
0-62mph/top speed  
10.8 seconds/112mph



## FIRST DRIVE Pick-up's more car-like, yet even more capable



**Steve Walker**  
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**AE** NISSAN thinks it's cracked the elusive car-like pick-up formula with the new Navara. And it says it's done it by combining 80 years of knowhow from building pick-up trucks with experience gained more recently creating market-leading crossover SUVs – such as the Qashqai and Juke.

The top-spec Tekna model certainly owes much to Nissan's X-Trail inside, where quality is a notch above what we're used to in pick-ups like the Mitsubishi L200. The newcomer rides on the old Navara's robust box frame chassis, and also uses its selectable 4x4 transmission. Yet transmission upgrades promise a transformed driving experience.

The Navara comes in King-Cab and Double-Cab bodystyles, with the latter – which features independent all-round suspension – expected to account for 95 per cent of UK sales. The car is composed in corners and a cut above other UK market trucks like the L200. Plus, it's adept at smoothing out rough surfaces – the bouncy, knockabout quality we've become used to in pick-ups down the years is all but eliminated here.

Steering is well weighted and doesn't have the nautical vagueness that so often contributed to the canal barge-like driving experience of pick-ups of old. It feels like a hunk of truck on the road, but for a vehicle 5.2m long, the Navara turns in promptly.

Nissan has drafted in the 187bhp 2.3-litre dCi diesel engine – a 158bhp version is also available – that's used in over 300,000 vans. The seven-speed auto box (a £1,417 option) is set to prove a popular choice, but with the standard six-speed manual, the truck is more efficient – returning 44.1mpg economy and emitting 169g/km of CO<sub>2</sub>.

At the business end of things, Double-Cab owners benefit from a 1,052kg payload – roughly equivalent to 2.2m<sup>2</sup> of firewood according to Nissan. There's also a 3,500kg maximum towing capacity, should you ever need to take more stuff with you.



**Classy cabin is similar to X-Trail's; Navara gets huge 1,052kg payload**

### Nissan Navara NP300

<b>Price:</b>	£30,795
<b>Engine:</b>	2.3-litre 4cyl twin-turbodiesel
<b>Power:</b>	187bhp
<b>Transmission:</b>	Seven-speed auto, four-wheel drive
<b>0-62mph:</b>	10.8 seconds
<b>Top speed:</b>	112mph
<b>Economy:</b>	40.3mpg
<b>CO<sub>2</sub>:</b>	183g/km

**ON SALE Now**



## Verdict

COMBINING its recently acquired crossover SUV expertise and long-standing pick-up truck knowhow, Nissan has created a formidable vehicle in the Navara NP300. Refinement, comfort and interior quality are car-like, while handling and performance come close. It's a positive first impression, and we look forward to testing it against our Pick-up of the Year: the Mitsubishi L200.



## Coming soon

Automeia



### HONDA CIVIC 2017

Set to be built in Swindon, Wilts, the 10th-generation Civic will come with a new 1.0-litre three-cylinder VTEC turbo.

#### SUPERMINIS

Ford Ka Plus	2017	Toyota FT-1 (Supra)	2017
Ford Fiesta	2017	VW Golf R400	2016
Kia Rio	2018	TVR sports car	2017
Renault Twingo GT	2016	VW Golf GTI Clubsport	2016
Renault 5	late 2017	VW Scirocco GTS	2016

#### SUVs

Alfa Romeo SUV	2017	Audi Q8	2020
Aston Martin DBX	2017	Audi RS Q1	late 2016
Audi Q1	2016	Bentley Bentayga	2016
Audi Q5	2016	BMW 1 Series Sport Cross	2017
Audi Q6	2018	BMW X2	2017

#### FAMILY CARS

Alfa Romeo Giulia	autumn 2016	BMW X3	2016
Alfa Romeo Giulia Estate	late 2016	BMW X7	2018
Audi A3 three-cylinder	late 2015	Citroen Grand Cactus	2017
BMW 3 Series Plug-in	mid 2016	Dacia Duster facelift	2016
BMW i5	2016	Ford Edge	spring 2016
Fiat Tipo	2016	Infiniti QX30	mid 2016
Honda Civic	2017	Jaguar F-Pace	2016
Honda FCV	mid 2016	Jaguar 'Baby' F-Pace	2017
Infiniti Q30	December	Kia Niro	2018
Kia Optima estate	2016	Lamborghini Urus	2018
Kia Sportage	2016	Land Rover Defender	2018
Jaguar XE Sportbrake	2016	Lexus RX	early 2016
Mazda large SUV	2017	Maserati Levante	2016
MG5	2020	Mercedes-AMG GT four-door	2017
MINI Countryman	2017	Mercedes GLC Coupé	early 2016
Nissan Leaf	mid 2016	Mercedes GLS	early 2016
Porsche Panamera	2016	MG GS	summer 2016
Porsche Panamera estate	2017	Mitsubishi Shogun	2017
Renault Mégane	mid 2016	Peugeot 3008	2017
Subaru Levorg	late 2015	Porsche Cayenne Coupé	2017
Tesla Model III	late 2016	Porsche Macan Turbo S	late 2015
Toyota Prius	spring 2016	Porsche Macan GTS	late 2015
Toyota Mirai	late 2015	Porsche Panamera	late 2016
Vauxhall Astra	late 2015	Qoros 2 SUV	2016
Vauxhall Insignia	2017	Qoros 3 City SUV	2017
VW Beetle Dune	late 2015	Renault Alaskan pick-up	2016
VW Golf CC	2016	Renault seven-seat SUV	2017

#### SPORTS CARS

Abarth 124 Spider	2017	Rolls-Royce Cullinan	2018
Abarth 500X	late 2016	SEAT SUV	late 2016
Alfa 4C Stradale	2016	Skoda seven-seat SUV	late 2016
Alfa 6C	2016	Skoda Coupé SUV	2017
Aston Martin DB11	late 2016	Skoda Yeti	2017
Aston Martin V8 Vantage	early 2016	Suzuki Ignis	2017
Audi A5	spring 2016	Tesla Model X	spring 2016
Audi A9	2018	Toyota C-HR	2017
Audi R4	2016	Volkswagen Tiguan	2016
Audi TT RS	2016	Volkswagen Golf SUV	2017
Audi TT Sportback	2016	Volvo XC40	2018
Audi TT Sport Quattro	2016	Volvo XC60	2017
BMW M1	2016		
BMW M2	2016		
BMW M4 GTS	2016		

#### PEOPLE MOVERS

Bugatti Chiron	2017	Renault Scenic	late 2016
Caterham sports car	2018	VW Touran	late 2015
Ferrari F12tdf	2016	VW Transporter	late 2015
Ford GT	2016		

#### CABRIOLETS

Ford Focus RS	2016	Audi R8 Spyder	spring 2016
Honda CR-Z	2017	Abarth 124 Spider	2017
Honda NSX	late 2016	Fiat 124 Spider	summer 2016
Infiniti Q60	2016	Jaguar F-Type SVR	2016
Jaguar XE R	early 2016	Jaguar XE Convertible	2016
Kia GT4 Stinger	2016	Lamborghini Huracán Spyder	2016
Lamborghini Asterion LP910-4	2017	Mercedes C-Class Cabriolet	late 2015
Lamborghini Huracán Superleggera	2016	Mercedes S-Class Cabriolet	late 2015
Lexus GS F	late 2015	MINI Convertible	2016
Lexus RC	late 2015	Range Rover Evoque Cabriolet	2016
Lexus LF-LC	2016	Rolls-Royce Dawn	2016
Maserati Alfieri	2017	VW Beetle Dune cabriolet	2016
Maserati Gran Turismo	late 2017		
McLaren 540 C	2016		

#### LUXURY CARS

Mercedes C-Class Coupé	December	Audi A8	2017
Mercedes C 450 AMG Sport	2016	BMW 5 Series	2016
Mercedes-AMG C 63 Coupé	2016	BMW 7 Series	late 2015
MG TF replacement	2020	Cadillac ELR	late 2015
Nissan Pulsar Nismo	mid 2016	Infiniti Q80	2017
Peugeot 308 R Hybrid	2016	Lexus GS	2016
Peugeot 408 GT	2018	Mercedes E-Class	2016
Porsche 961	2017	Rolls-Royce Phantom	2017
Porsche Pajun	2018	VW Phaeton	2017
Renault Alpine	late 2016	Volvo S90	late 2016



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# What every car dreams of, a golden steering wheel. Or two.



**The Audi R8 and the Audi A4:  
Winners of the Golden Steering Wheel 2015  
in the Sports Car and Middle Class categories.**



Official fuel consumption figures for the all-new Audi A4 Saloon range in mpg (l/100km) from: Urban 35.8 (7.9)–62.8 (4.5), Extra Urban 52.3 (5.4)–83.1 (3.4) and Combined 44.8 (6.3)–74.3 (3.8). CO<sub>2</sub> emissions: 144–99g/km. The all-new Audi R8 Coupé V10 range in mpg (l/100km) from: Urban 16.1 (17.5)–16.9 (16.7), Extra Urban 30.4 (9.3)–33.6 (8.4), Combined 23.0 (12.3)–24.8 (11.4). CO<sub>2</sub> emissions: 287–272g/km. Fuel consumption and CO<sub>2</sub> figures are obtained under standardised EU test conditions (Directive 93/116/EEC). This allows a direct comparison between different manufacturer models but may not represent the actual fuel consumption achieved in 'real world' driving conditions. Optional wheels may affect emissions and fuel consumption figures. More information is available on the Audi website at [audi.co.uk](http://audi.co.uk) and at [dft.gov.uk/vca](http://dft.gov.uk/vca). Images used for illustrative purposes only.





From small cars to luxury SUVs, readers pick their top models in coveted awards



# International AWARD WINNERS

TODAY'S BEST CARS, AS VOTED  
BY THOUSANDS OF YOU



**Dean Gibson**

Dean\_Gibson@dennis.co.uk

**AE** CAR buyers across Europe have had their say, the judges have finished their deliberations and the results have been collated. So now we can officially announce the winners of this year's coveted Golden Steering Wheel awards.

The contest is organised by our German sister title, Auto Bild, and is among the most prestigious new car awards in Europe. It's been running since 1978, and every year voters from across the Continent have had their say on what they think are the best new models on sale. Over the years there have been many different Golden Steering Wheel winners, but while the cars have changed beyond recognition, the selection process has remained tough and uncompromising.

Once again, the initial voting process involved readers of Auto Express and our other sister titles across Europe, who all nominated their favourite new cars launched in the past 12 months. Then, the finalists went forward for a rigorous evaluation process by a panel of expert

judges from the UK, Germany and France, to find the overall winners in six categories.

This year's contest was extremely tough, thanks to a number of new arrivals that have set fresh standards in a variety of sectors. As a result, the winning cars in the Golden Steering Wheel contest are quite varied, from supercars to superminis. Yet they're all extremely desirable choices, and each would make a worthy addition to any buyer's new car shopping list.

As well as showcasing the winners, we also highlight the best model from each range, so you can buy with confidence. We reveal the victors in the UK vote, too, so you can see how these fared when compared to the final results of our European panel. So, sit back and relax as we reveal six of the best new cars of 2015.

**"Cars have changed beyond recognition since 1978, but the selection process remains tough and uncompromising"**







UK VOTERS CHOSE  
**HONDA JAZZ**

## SMALL CARS

The winner is...

### Hyundai i20

OUR PICK: 1.2 Premium PRICE: £14,025

IT'S not the most exciting supermini on sale, but the i20 ticks all the right boxes if you want a dependable, roomy and well equipped small car with a bit of style.

The Hyundai uses an all-new platform, which maximises passenger space and allows a 326-litre boot that's one of the class front-runners. There's plenty of kit in the Premium, with auto lights and wipers, climate control, lane-departure warning and cruise control.

The i20 finished first, with the runner-up positions taken by the Skoda Fabia and the Honda Jazz, which was the UK's choice.

#### We say...

"Hyundai's given the i20 greater showroom appeal, with more sophisticated looks than before. The cabin comes close to matching the VW Polo's for slick design, and it's one of the most spacious in the class."



**James Disdale**  
Road test editor



UK VOTERS CHOSE  
**MAZDA CX-3**

## COMPACT & CROSSOVER

The winner is...

### Vauxhall Astra

OUR PICK: 1.6 CDTi 136 SRi Nav PRICE: £21,480

VAUXHALL'S new compact hatch has already impressed us at Auto Express, beating the all-conquering SEAT Leon and Ford Focus in Issue 1,391. This Golden Steering Wheel is likely to be the first award of many for the Brit-built car.

As well as giving the Astra a sleeker look, Vauxhall has bestowed it with an equally sharp driving experience. But there's more, because it also has a spacious interior, first-class build quality and some neat tech.

It narrowly edged ahead of the Mazda CX-3 in the final reckoning, while the Fiat 500X and Honda HR-V finished third and fourth.

#### We say...

"With a blend of style, space, low running costs and hi-tech equipment, the Astra covers all the family car bases. It's also better to drive than ever, and the 1.6 CDTi diesel delivers punchy performance."



**James Batchelor**  
News editor



UK VOTERS CHOSE  
**JAGUAR XE**

## MID-SIZED CARS

The winner is...

### Audi A4

OUR PICK: 2.0 TDI Ultra SE PRICE: £29,150

THE executive saloon sector is a tough battleground, and the new Audi A4 has been updated and revised in the right places to keep it at the top of the class.

Go for the 148bhp 2.0 TDI diesel and you get a good mix of efficiency and performance, helped greatly by Audi's latest weight-saving tech. The A4 isn't tops for driving fun, but the first-class cabin is supremely refined.

This Audi finished on top here, just ahead of UK readers' favourite, the Jaguar XE, while third place went to the all-new, family-friendly Skoda Superb hatchback.

#### We say...

"The A4 is better than ever, and the cabin leads the way with its focus on tech and comfort. It makes an interesting alternative for buyers who don't want the sporty character of a BMW 3 Series."



**Sean Carson**  
Senior road tester





## COMPACT SUVs

The winner is...

### BMW X1

**OUR PICK:** xDrive20d Sport **PRICE:** £30,630

WHILE the original X1 was a cautious step into the crossover market for BMW, the new model delivers a class-leading mix of 4x4 space, car-like handling and reasonable running costs.

The entry-level sDrive models are the most efficient, but even the xDrive versions serve up great economy compared with four-wheel-drive rivals, while the enlarged body gives a big boot and plenty of space for five.

This combination of talents placed the new X1 ahead of the forthcoming Mercedes GLC, while the Land Rover Discovery Sport upheld British honours in the final podium position.

#### We say...

"The X1's combination of practicality, efficiency, performance and engaging dynamics means it's a consummate all-rounder. It looks like a smaller X3, yet it drives more like BMW's saloon cars."



**Dean Gibson**

Dep. road test editor

**UK VOTERS CHOSE  
LAND ROVER DISCOVERY SPORT**



## LUXURY & LUXURY SUVs

The winner is...

### BMW 7 Series

**OUR PICK:** 730Ld **PRICE:** £68,480

IF you want to know what tech will appear on the average road car in a decade's time, look no further than the luxury class.

The winning 7 Series has hi-tech kit such as laser headlights, an interactive smart key and aluminium construction, while it has the driving appeal and efficiency of a far smaller car.

This BMW did well to come out on top against a slew of new luxury SUVs, and it was closely followed by the Audi Q7 and Volvo XC90 in the poll. It's good to see UK voters flying the flag by voting the Bentley Bentayga as their number one.

#### We say...

"BMW'S thrown all its engineering might at the 7 Series, and it's paid off. First-class refinement and comfort haven't come at the cost of performance, and it's better value and cleaner than Mercedes' S-Class."



**Jonathan Burn**

Senior news reporter

**UK VOTERS CHOSE  
BENTLEY BENTAYGA**



## SPORTS

The winner is...

### Audi R8

**OUR PICK:** R8 V10 **PRICE:** £119,500

IT'S only just been launched in the UK, but the all-new R8 has clearly already whetted the appetite of the public and our judges alike. From launch the Audi has a naturally aspirated V10, and as this is likely to be one of the last non-turbocharged supercars, it's sure to be an instant classic.

But there's more to the R8 than its engine. Its construction uses aluminium and carbon fibre to keep weight down, while the quattro 4WD delivers immense grip. This combination put the R8 ahead of the Mercedes-AMG GT and Ferrari 488 GTB in our vote.

#### We say...

"The R8 was already very good indeed, and this version is a big improvement. It's lighter, faster, stiffer and more powerful, yet more efficient and economical, too. Its cabin is among the best of any sports car, at any price"



**Steve Sutcliffe**

Contributor

**UK VOTERS CHOSE  
AUDI R8**





Pictures: Pete Gibson

Location: Longcross Proving Ground, Chobham, Surrey

**AE** JAGUAR launched its XF back in 2007 at a difficult time for the brand. Ford was getting ready to sell Jag to Tata Motors, and it's fair to say that the XF helped the company achieve success while it moved from US to Indian ownership – so much so that it was named our 2008 Car of the Year.

The car's modern design was a break from Jag's traditional styling regime, and constant development has helped it to maintain its position at the front of the executive pack. Now it's time for the second-generation model to make an appearance.

While the original XF was a radical departure from the S-Type that preceded

it, the Mk2 model is an evolution, both in terms of design and engineering. This means that it should be a tough contender in the executive class.

For this first test, we've lined up the most powerful diesel version, the TDV6 S. It packs a 296bhp V6 twin-turbo engine and is loaded with kit, too; although it'll have to be pretty special to beat its rival here, the Audi A6.

Here, we test the top-spec Black Edition model, which features a 316bhp twin-turbodiesel and quattro four-wheel drive. Does the second-generation XF pick up where the original left off? Or is the A6 the high-performance executive saloon to have?





## 66 LIVING WITH A... CATERHAM SEVEN

We put finishing touches to stripped-out sports car as it joins our fleet.



## 68 LIVING WITH A... MAZDA 2

Supermini proves its versatility by helping in Mini restoration project.



# Execs appeal

Jaguar hopes its sleek new XF can pick up where the successful Mk1 left off. But first it has to beat the class best – the Audi A6



### Jaguar XF 3.0 TDV6 S

**Price:** £49,945

**Engine:** 3.0-litre V6 turbodiesel, 296bhp

**0-60mph:** 6.2 seconds

**Test economy:** 38.2mpg/8.4mpl

**CO<sub>2</sub>:** 144g/km

**Annual road tax:** £145



### Audi A6 3.0 Black Edition

**Price:** £51,165

**Engine:** 3.0-litre V6 turbodiesel, 316bhp

**0-60mph:** 4.8 seconds

**Test economy:** 32.3mpg/7.1mpl

**CO<sub>2</sub>:** 164g/km

**Annual road tax:** £180





**MODEL TESTED:** Jaguar XF 3.0 TDV6 S

**PRICE:** £49,945 **ENGINE:** 3.0-litre V6, 296bhp

**AE** THE new Jaguar XF features more aluminium construction than before, while power comes from the brand's new Ingenium 2.0-litre diesel in two states of tune, a TDV6 diesel or a V6 supercharged petrol. For its first test, we've lined up the range-topping 3.0 TDV6 S, which starts from £49,945.

## Styling 4.4/5

ALTHOUGH the original XF was a revolution compared to the S-Type it replaced, the new model is more about evolution, and Jaguar has taken the same approach with its design as Audi has with its A6.

The car was penned by design chief Ian Callum, and its lines are heavily influenced by the XE's. In fact, it's arguably better proportioned than its smaller sibling thanks to the longer overhang behind the rear wheels. The XF's overall profile is similar to its predecessor's, but it's 7mm shorter and has a 51mm longer wheelbase, so it does look sportier.

Our car featured 20-inch wheels (an £800 option over the standard 19-inch rims) and the £650 Black Pack, which removes the chrome trim from around the grille, side vents, windows and tail. It makes the Jaguar look even sportier, although the black flash across the bootlid is a bit awkward between the lights.

So, the XF's exterior is a smart blend of XE design cues and the old car's shape, and the same can be said of the interior. The cowed dials flank a colour TFT trip computer (you can upgrade to full TFT instruments for £1,200), while the old car's rotary gear selector and pale blue dashboard lighting are carried over. New parts include a dramatic A6-style swage line that sweeps across the dash at the base of the windscreen, although it doesn't look as clean and tidy as the Audi's design. Plus, Jaguar's latest multimedia sat-nav system is present.

However, it's clear that the brand has tried to cut costs in places. When you turn the ignition on, only the outer air vents rotate into position – the middle ones are now fixed in place – while the touchpad button for the glovebox has been replaced by a conventional handle. The plastic trim on the door pulls feels a little cheap, too, but these niggles don't detract from the XF's fit and finish. Gloss-black plastic on the centre console and grey veneers on the dash give the cabin a classy feel, although the Audi's interior does narrowly edge ahead for quality.

Electric leather seats are fitted as standard in the XF, and they're very comfortable. Yet one quibble we had with our car was that the steering wheel stalks were a little short, so you have to reach your fingers around the wheel to operate them.

## Driving 4.3/5

THE original XF had a reputation for delivering an impressive combination of comfort and handling, and that has only been enhanced in the new model. Extensive use of aluminium makes the Jag up to 190kg lighter than its predecessor, which improves handling and efficiency. The steering is light, but the car responds well and feels agile in bends. And while this sporty V6 suffers from a bit of body roll, there's plenty of grip and the car loses traction progressively.

Turn off the traction control, and the powerful V6 diesel lights up the rear tyres when they're unloaded in bends. But in the dry and with the electronics on, you're unlikely to set the orange light blinking on the dash. Take it easy, and the XF is comfortable. Even on our car's larger 20-inch wheels, the ride was decent

### Testers' notes

"Jaguar clearly stuck to the philosophy of 'if it's not broke, don't fix it' when building the new XF. It's been changed under the skin to improve efficiency and performance, but the new model's character is largely the same as the outgoing car's. That means you get entertaining rear-wheel-drive handling when you want to have some fun, while it's a capable cruiser that delivers first-class comfort the rest of the time."



James Disdale Road test editor

and nowhere near as firm as the Audi's. Only big bumps cause the car to be unsettled, plus the big V6 diesel is quiet, refined and has plenty of power in reserve for overtaking. One minor quibble is the excessive tyre roar on certain surfaces, but overall, inside the XF is a pleasant place to be.

The Jaguar is 85kg lighter than the A6, but its rear-wheel-drive layout and 20bhp power disadvantage meant it couldn't match its rival in our 0-60mph test. We managed a time of 6.2 seconds, which was four-tenths down on the brand's official time and 1.4 seconds slower than the four-wheel-drive Audi. It was a similar story through the gears, yet the margin was closer, and in isolation the XF feels pretty rapid. The eight-speed gearbox delivers decent shifts in full auto mode, although there are shift paddles if you want to take over manually.

## Ownership 4.2/5

THE newcomer's engines have been developed from the previous-generation car's, while much of the electronics are shared with other Jaguar and Land Rover models. That means the XF should be pretty reliable, although if anything does go wrong, you're all but guaranteed a better level of customer service than you'll get at an Audi dealer. That's because Jag's franchises finished third in our Driver Power 2015 satisfaction survey, compared to 25th for Audi.

Euro NCAP hasn't tested the new XF yet, but Jaguar will be hoping it scores better than the old model, which earned four stars. Standard safety kit includes six airbags, autonomous emergency braking, lane keep and trailer stability control, while a 360-degree camera system and rear traffic alert are optional.

## Running costs 3.9/5

AT £49,945, the XF TDV6 S costs £1,220 less than the A6 Black Edition. Standard kit is marginally better, with heated leather seats fitted as standard, while the price of options is marginally cheaper. Jaguar's weight-saving measures have paid off, as we managed 38.2mpg economy on test – that's 6mpg better than the A6, and in line with the claimed figures.

This improved economy cancels out the handicap of a smaller fuel tank, plus CO<sub>2</sub> emissions of 144g/km mean higher-rate taxpayers will be around £1,000 a year better off if they plump for the XF. Going for the cheaper A6 S line model reduces the gap, but it's still around £500 more expensive to tax. Residuals for these cars are level pegging, so you'll lose slightly less on the XF over three years, while Jag's five-year service plan is better value than Audi's individual costs.



## Equipment

ADAPTIVE LED headlamps are a £1,225 extra, while 20-inch alloy wheels will set you back £800. The XF's ride is good on these optional rims, plus it feels agile and involving in corners. Refinement is decent, too



# Jaguar XF





Jag's 360-degree camera is a great help when parking



**CO<sub>2</sub>/tax**  
144g/km  
£145 or 26%



**Practicality**  
Boot (seats up/down)  
540/963 litres



**Performance**  
0-60/30-70mph  
6.2/5.5 seconds



**Braking**  
70-0/60-0/30-0mph  
46.8/34.7/9.5m



**Running costs**  
38.2mpg (on test)  
£73 fill-up



## Trip

TFT display in between dials is a smart touch. Rear has a cosy feel, although the 540-litre boot capacity is useful



## Practicality 4.4/5

THE new XF has a longer wheelbase than its predecessor, so there's more space for rear occupants. Leg and headroom are on a par with the A6, but the small back windows and black interior trim make it feel cosier. Fitting three across the back could be problematic, though, as the doors pinch elbow room from the outer passengers. Up front, there's plenty of space and the seats are comfortable.

You get a 540-litre boot, which is 10 litres more than the Audi's capacity, plus the back seats fold 60:40 with the pull of two handy levers in the boot itself. The maximum load area is 963 litres, although that's smaller than in the A6, thanks to the narrower opening between the boot and cabin.

## Testers' notes

"Extensive use of aluminium means the new XF is up to 190kg lighter than its predecessor. Jag has also used a special alloy that is made predominantly of recycled material from the presses at the factory."



**Dean Gibson** Dep. road test editor



**MODEL TESTED:** Audi A6 3.0 BiTDI quattro Black Edition

**PRICE:** £51,165 **ENGINE:** 3.0-litre V6, 316bhp

**AE** THE current Audi A6 was launched in 2011, but it's constantly been developed. Much like the larger A8 and the A7 Sportback (which uses the same platform), the A6 is a showcase for Audi's latest technology. Plus, it has benefited directly from the brand's diesel-powered sportscar racing programme. Here, we test the top-spec 3.0 twin-turbodiesel Black Edition, which features quattro four-wheel drive and a tiptronic auto gearbox, and costs £51,165.

## Styling 4.3/5

AUDI is famous for its Russian doll approach to design, and the only way to tell the A6 from the larger A8 or smaller A4 from a distance is by its different headlamp design. Either way, compared to the XF, the Audi has a simple, clean shape that looks understated.

While the A6 is a straightforward saloon, there's no mistaking the 3.0 TDI flagship for a lower-spec model. The Black Edition is based on S line trim, so you get lowered suspension and a subtly aggressive bodykit, while gloss-black trim features across the car. Combine this with our model's Daytona Grey paint and two-tone 20-inch wheels, and the A6 has a stealthy look. The daytime running lights are smart, too, while the optional Matrix LED headlamps are distinctive and prove effective at night.

Inside, the A6 has first-class quality. Like the Jag, the dashboard features an arcing line from door-to-door, and the gloss-black dash finisher and silver air vent surrounds add a touch of class. The way the sat-nav screen glides out of the dashboard matches the sense of occasion of the XF's rising gear selector and rotating air vents, while the clear mapping and sharp digital displays are easy to read.

There are more buttons on the centre console, so the Audi's dash looks more cluttered than the Jag's, but the layout is easy enough to get along with and never leaves you confused. Build quality is excellent, too, while standard plush leather seats and four-zone climate control give the A6 a similar feel to the A8 limo.

## Driving 4.3/5

THE 3.0 BiTDI A6 Black Edition, like the S line model it's based on, is in essence the diesel-powered version of the Audi S6, as it delivers scorching performance. With 316bhp on offer, the twin-turbodiesel is 20bhp ahead of the XF's engine, although the Jaguar had 700Nm of torque compared to 650Nm in the Audi.

However, with quattro four-wheel drive at its disposal, the A6 was well ahead of the XF in our acceleration tests. We managed 0-60mph in a searing 4.8 seconds – 1.4 seconds faster than the rear-wheel-drive Jag. Plus, the Audi was quicker even when up to speed, managing 30-70mph in 4.5 seconds – a second faster than its rival. In-gear response was marginally better, too. The eight-speed tiptronic auto gearbox delivers smooth shifts to keep the engine on the boil, and while there are steering wheel-mounted paddles to let you take manual control, the electronics do a good enough job that you'll be happy to let them take care of shifts.

The quattro four-wheel drive gives the A6 unbreakable traction, even in the wet, while the Black Edition's lowered and stiffened suspension helps to keep body roll to a minimum, even at high speeds. The steering is light when making slower progress, yet firms up as you go faster. Even so, there isn't much feedback, although it's no worse than the Jaguar in that regard. In corners,

### Testers' notes

"Audi's smaller-capacity diesels are under scrutiny for their efficiency, but the reality is that if you're looking at the 3.0 BiTDI, you're probably more concerned about its performance than its fuel returns. And in the A6, it doesn't disappoint. From a standstill, the big saloon rockets off the line with a surreal turn of speed that sees it blow away most rivals. Even better is that the subtle looks mean this really is an old-school Q-car."



James Disdale Road test editor

the A6 is as agile as the Jaguar, and feels like a smaller car when tackling twisty roads.

Unfortunately, the pay-off for the stiff suspension is a very firm ride. The A6 picks up lumps and bumps in the road where the XF simply glides along, and although it's quieter than the Jaguar at motorway speeds, there's still plenty of tyre noise.

Audi does offer air-suspension as a £2,000 option, which should help to soften the ride in Comfort mode, while smaller 19-inch rims are available as a no-cost option to take the edge off the stiff ride even further.

## Ownership 3.9/5

THE Audi A6 was crash tested by Euro NCAP back in 2011, and it achieved a maximum five-star rating. Over time, Audi has added more safety tech to the car and its options list, thus making it one of the safest models on the road. As standard, you get six airbags, LED headlamps, tyre pressure monitors, cruise control with speed limiter and parking sensors front and rear, while options include adaptive matrix LED headlamps (£945), a speed limit display (£250) and Pre-sense collision detection (£260).

Rather disappointingly, adaptive cruise control is only available as part of the £3,500 Advanced Technology pack, but this also adds Pre-Sense Plus, side and lane assist and an upgraded sat-nav.

The A6 finished 54th in our Driver Power 2015 satisfaction survey – well behind the old XF, in 23rd. Drivers praised its build quality, yet high running costs and a poor ease of driving score counted against it. Plus, Audi's franchises placed 25th in our dealer survey, with Jaguar's network way ahead in third.

## Running costs 3.8/5

AT £51,165, the A6 Black Edition costs £1,220 more than the XF to buy. Go for the S line model – which gets 18-inch rims and does without the black styling add-ons and Bose stereo – and you'll save £955 over the Jag. Standard kit is good, with four-zone climate control, LED headlamps, sat-nav and parking sensors all included, while there's a long list of options, too.

Even if you choose the standard A6 S line, it can't compete with the XF for company car costs, as its higher emissions bracket sees it cost over £500 more than the Jaguar for higher-rate taxpayers.

Economy of 32.3mpg was behind the Jag's return, but that's still reasonable considering the performance the Audi offers. At least you get a big 73-litre fuel tank to help minimise fill-up stops. Residuals of 38 per cent are the same as the XF's, yet Audi's servicing costs aren't as good value as Jaguar's fixed-price plan.



## Handling

AUDI defies its size in corners, as it's engaging and tidy. The firm ride detracts from the driving experience a little, though

# Audi A6



## Practicality 4.4/5

THE A6 is a big car, which means there's plenty of space for passengers and luggage alike. The back seats are marginally wider than the Jag's, so it's more comfortable for three across the rear, while up front there's plenty of room and seat adjustment. Unlike its rival, you only get manual seat movement, though.

Its 530-litre boot is 10 litres behind the Jaguar's, yet when you fold the back seats via a pair of levers on the shoulders, this creates 995 litres of space – which is 32 litres ahead of the XF's maximum capacity. The space is more usable, too, thanks to a wider opening between the boot and the cabin. Plus, storage pockets on either side of the boot are a useful touch.





## HEAD TO HEAD

### Wheel options

BOTH cars have 20-inch rims. The XF's are an £800 option, while the A6's come as standard. The Jaguar has standard 19-inch wheels, but offers 11 designs – ranging from £400–£1,200.

Audi has two 20-inch alloy wheel options, plus there's a 19-inch version that will help soften the ride a little. All are no-cost options.



### Headlamp tech

JAGUAR and Audi are available with adaptive LEDs for £1,225 and £945 respectively. The XF's give natural bright light, but the A6's Matrix LEDs are something else. You can leave the main beams on and the lights seamlessly adapt to the road and other vehicles.



### Bodystyles

THE first XF came as an estate, but now Jaguar offers the F-Pace crossover, it's thought a load-lugging version is unlikely. This 3.0 BiTDI A6 can be had as an Avant estate for an extra £2,165, while the top-spec A6 allroad crossover estate costs £55,825.



**CO<sub>2</sub>/tax**  
164g/km  
£149 or 30%



**Practicality**  
Boot (seats up/down)  
530/995 litres



**Performance**  
0-60/30-70mph  
4.8/4.5 seconds



**Braking**  
70-0/60-0/30-0mph  
47.4/34.9/9.1m



**Running costs**  
32.3mpg (on test)  
£80 fill-up



### Space

REAR is more comfortable for three occupants than the Jag, while maximum boot capacity of 995 litres is 32 litres bigger. Top-class cabin looks the part



### Testers' notes

"Adding four-zone climate control is an upmarket touch, but specifying other options can easily bump the price up. Using Audi's configurator, we managed to spec this A6 with £36,000 worth of extras!"



**Sean Carson** Senior road tester





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# Figures

**Jaguar  
XF 3.0  
TDV6 S**

**Audi A6  
3.0 BitDI quattro  
Black Edition**


On the road price/total as tested	£49,945/£59,180		£51,165/£55,775	
Residual value (after 3yrs/36,000)	£19,029/38.1%		£19,596/38.3%	
Depreciation	£30,916		£31,569	
Annual tax liability std/higher rate	£2,587/£5,174	<b>SERVICING</b> JAGUAR also offers a high-mileage service plan, which covers five years or 75,000 miles for £575.	£3,056/£6,112	
Annual fuel cost (12k/20k miles)	£1,572/£2,620		£1,859/£3,099	
Ins. group/quote/road tax band/cost	41/£1,011/F/£145		44/£822/G/£180	
Cost of 1st/2nd/3rd service	<b>£525 (5yrs/50k) *</b>		£149/£299/£149	
Length/wheelbase	4,954/2,960mm		4,933/2,912mm	
Height/width	1,457/1,880mm		1,455/1,874mm	
Engine	V6/2,993cc		V6/2,967cc	<b>FUEL TANK</b> A6's big fuel tank means you could theoretically travel up to 730 miles between fills.
Peak power/revs	296/4,000 bhp/rpm		316/3,900 bhp/rpm	
Peak torque/revs	700/2,000 Nm/rpm	<b>SPARE WHEEL</b> YOU get a repair kit in the XF as standard, but for £180 you can add a space-saver spare wheel.	650/1,400 Nm/rpm	
Transmission	8-spd auto/rwd		8-spd auto/4WD	
Fuel tank capacity/spare wheel	66 litres/£180 *		73 litres/space saver *	
Boot capacity (seats up/down)	540/963 litres		530/995 litres	
Kerbweight/payload/towing weight	1,750/600/2,000kg		1,835/610/2,100kg	
Turning circle	11.6 metres		11.9 metres	
Basic warranty (miles)/recovery	3yrs (unlimited)/3yrs		3yrs (60,000)/3yrs	<b>SERVICING</b> THERE are fixed and flexible service schedules offered. Fixed is every year or 9,000 miles, while flexible is up to two years or 19,000 miles.
Service intervals/UK dealers	16,000 miles (1yr)/97		Variable/121 *	
Driver Power manufacturer/dealer pos.	2nd/3rd		13th/25th	
Euro NCAP: Adult/child/ped./stars	N/A		91/83/41/5 (2011)	
0-60/30-70mph	6.2/5.5 secs	<b>PERFORMANCE</b> LIKE the A6, the XF is electronically limited to 155mph, although V6 diesel turns at lower revs in eighth.	4.8/4.5 secs	
30-50mph in 3rd/4th	2.6/3.1 secs		2.3/3.0 secs	
50-70mph in 5th/6th/7th	4.2/5.4/7.6 secs		3.8/5.1/6.5 secs	
Top speed/rpm at 70mph	<b>155mph/1,250rpm *</b>		155mph/1,400rpm	
Braking 70-0/60-0/30-0mph	46.8/34.7/9.5m		47.4/34.9/9.1m	
Noise outside/idle/30/70mph	65/47/63/71dB		68/46/63/68dB	
Auto Express econ (mpg/impl)/range	38.2/8.4/555 miles		32.3/7.1/519 miles	<b>OPTIONS</b> AUDI has a long list of extras. Adaptive cruise is part of Advanced Technology pack, air-suspension is £2,000, night vision £1,750 and a Bang & Olufsen sound system costs £6,300.
Govt urban/extra-urban/combined	42.8/58.9/51.4mpg	<b>OPTIONS</b> XF is well equipped, but there are plenty of extras, including a head-up display (£1,220), soft-close doors (£485) and TFT dials (£1,200).	37.7/51.4/45.6mpg	
Govt urban/extra-urban/combined	9.4/13.0/11.3mpl		8.3/11.3/10.0mpl	
Actual/claimed CO <sub>2</sub> /tax bracket	198/144g/km/26%		234/164g/km/30%	
Airbag/Isofix/park sens/surround cam	Six/yes/rear/£950 *		Six/yes/yes/£1,310	
Auto box/stability ctrl/adaptive cruise	Yes/yes/£1,400		Yes/yes/£3,500 *	
Climate control/heated leather/HUD	Yes/yes/£1,220		Yes/£320/£1,240	
Met paint/adaptive LEDs/keyless go	<b>£675/£1,225/yes</b>		<b>£675/£945/£750</b>	
Sat-nav/USB/DAB radio/Bluetooth	Yes/yes/yes/yes		Yes/yes/yes/yes	

## Deals & discounts

Facts, figures and advice powered by [carbuyer.co.uk](http://carbuyer.co.uk)

**carbuyer**  
co.uk

YOU can buy any new XF via the Jaguar Privilege PCP scheme, which offers a 5.9 per cent APR finance rate. There's a generous deposit contribution of £700 or £870 depending on which model you go for – you get £870 off the V6 S tested here.

You will need a £5,999 deposit, then there are 36 monthly payments of £732 and a final lump sum of £22,568 if you want to keep the car at the end of the deal. Alternatively, you can hand it back or negotiate terms on a new model.

Audi also offers 5.9 per cent finance, but because the A6 isn't a brand new model, the deposit contribution is far higher. Its example quote is for a 2.0 TDI Ultra, which gets a £4,500 saving, and you can expect similar off a 3.0 BitDI model.

Head for new car deal website [buyacar.co.uk](http://buyacar.co.uk), and you can get some significant savings on these two. The XF is new, but you can still save up to £3,400 on the flagship diesel. The Audi has an even bigger discount. We found one dealer willing to cut £9,800 off the list price of a 3.0 BitDI S line; similar savings are likely on the Black Edition version.



**What do you think?**  
Tell us about your car  
[www.autoexpress.co.uk/driverpower](http://www.autoexpress.co.uk/driverpower)

## Results

### JAGUAR

IT was close, but it's first blood to the new Jaguar XF. The sharper looks give it an edge over the A6, while under the skin, the car has been improved in the areas it needed to stay at the front of the pack, with greater efficiency giving it the edge over its rival here. It's not as sporty as the Audi, but it's fun. Plus, its ability to cover long distances in comfort seals the victory.



# 1st

### AUDI

THE A6 saloon is still a great executive, but the Black Edition's firm ride spoils the overall package. The twin-turbodiesel has sports car-rivalling punch, yet the trade-off is higher running costs than the XF. You can save some cash with an S line version, but it's still the pricier company car choice here. Comparing mass-market 2.0-litre models could throw up a different result, though.



# 2nd

In red = equipment fitted to our test car. Insurance quotes from AA (Tel 0800 107 0680 or [www.theAA.com](http://www.theAA.com)) for a 42-year-old living in Banbury, Oxon, with three penalty points. Residual values provided by CDL VIP Data.

## RIVALS

Other options in this category...

**BMW 535d M Sport auto**  
PRICE: £48,920 ENGINE: 3.0-litre 6cyl, 313bhp

LIKE the A6, the 535d has a power advantage over the new XF, but this is countered by higher company car costs, despite its lower list price. The rear-drive BMW is arguably more engaging to drive, yet it's not as sharply styled as the XF.



**Mercedes E 350 BlueTEC AMG Night Edition**  
PRICE: £42,010 ENGINE: 3.0-litre V6, 258bhp

THE E-Class is due to be replaced in 2016, so Mercedes is piling up the extras on its outgoing cars. The Night Edition adds a black styling pack, while the top-spec Premium Plus is around £4,000 less than the XF. It's cheaper as a company car, too.





# Glorious return?

Vauxhall's Viva is back on the road, having been reborn as a city car. We see how it fares against Hyundai and Suzuki rivals

Pictures: Pete Gibson Location: Brighton, Sussex

**AE** HISTORY has a habit of repeating itself, and 36 years after Vauxhall's famous Viva nameplate bowed out, it's back and gracing the bootlid of the British manufacturer's latest city car.

Just like MINI, and Fiat with its 500, Vauxhall is hoping an injection of retro charm with the Viva name can send its new compact five-door to the top of the value-focused city car sector. The Viva goes back to basics with a no-frills, budget approach to motoring – yet you still get plenty of kit for your cash with the top-spec SL model we're testing here, so it offers appealing value for money. But is this enough?

This sector of the market is already incredibly crowded. The Viva faces stiff competition from the well equipped, cheap and frugal Suzuki Celerio, as well as one of our favourite city cars, the practical and more premium Hyundai i10.

Our non-turbo 1.0-litre trio all come in under £10,000, and while they might not necessarily set pulses racing, they certainly make financial sense. But which one offers the best all-round package? We drove the Vauxhall, Suzuki and Hyundai in the heart of the city to find out.







## Vauxhall Viva SL

**Price:** £9,495 **Engine:** 1.0-litre 3cyl, 74bhp  
**0-60mph:** 13.5 seconds **Test economy:** 37.6mpg/8.3mpl  
**CO<sub>2</sub>:** 104g/km **Annual road tax:** £20



## Hyundai i10 1.0 SE

**Price:** £9,975 **Engine:** 1.0-litre 3cyl, 65bhp  
**0-60mph:** 13.9 seconds **Test economy:** 40.1mpg/8.8mpl  
**CO<sub>2</sub>:** 108g/km **Annual road tax:** £20



## Suzuki Celerio SZ4

**Price:** £8,999 **Engine:** 1.0-litre 3cyl, 67bhp  
**0-60mph:** 11.9 seconds **Test economy:** 33.4mpg/7.4mpl  
**CO<sub>2</sub>:** 99g/km **Annual road tax:** £0





**MODEL TESTED:** Vauxhall Viva SL  
**PRICE:** £9,495 **ENGINE:** 1.0-litre 3cyl, 74hp

**AE** AT £9,495, the top-of-the-range Vauxhall Viva SL offers a good level of equipment, but is still great value. It's designed to sit under the stylish Adam two-door and the larger Corsa supermini, and we test this well specified city car to see if it has what it takes against the established competition.

## Styling 3.5/5

MANY city cars offer myriad customisation options to go with their fresh and funky appearance. Yet the Vauxhall Viva majors more on practicality than style. Even so, the car's overall shape boasts some strong design cues to liven up the looks.

Replacing the boxy Agila, the five-door Viva has a much fresher appearance thanks to the swept-back headlights, rounded front bumper and recognisable Vauxhall family grille featuring a silver blade insert.

There's a pair of cornering lights that sit low down at either side of the bumper, helping to give this tall hatch a wider-looking stance. The very subtly flared wheelarches and 15-inch alloys on this SL version sharpen up the design, too, while a strong, bold crease rising up along the front doors is a neat touch compared to the slab-sided Suzuki especially.

Another body line runs forward from the tail-lights, with the styling fold continued on the Viva's tailgate, linking both sides of the car at the back and coinciding nicely with the light clusters' shape. The rear screen appears quite small, helped by this crease and a tiny boot spoiler, but there's no issue with visibility. The bumper features a few extra curves and a recess for the number plate, giving a more subtle look at the back than the front.

With short overhangs and the wheels pushed towards the car's four corners, the Viva's proportions are more natural than the Suzuki's, although it can't match the Hyundai's more flowing shape.

Climb inside and the car's budget focus doesn't leap out at you straight away, thanks to features such as the fake leather on the seats. There's plenty of black plastic on the dashboard and doors, but smart dials, a neat steering wheel and some more interesting trim inserts give an injection of style.

Otherwise, the design is a bit bare, but overall the cabin is more sophisticated than the Celerio's and feels nearly on the same level as the Hyundai i10's when it comes to material quality.

Cruise and climate control, Bluetooth, USB connectivity and a six-speaker stereo are fitted as standard, while our car's Fresh Green metallic paint costs £545 extra. Other options include parking sensors (£275) and heated seats (£150). Vauxhall's IntelliLink system is also on offer if you're after more tech (see Head to Head, Page 71).

## Driving 3.5/5

THE Viva's 74bhp naturally aspirated 1.0-litre three-cylinder petrol engine is the most powerful on test, but in this company it couldn't make this advantage pay for two main reasons.

The first is weight. In isolation, the car's 939kg kerbweight looks light, but it's actually the heaviest in this company. That means the engine has to work harder to pull the Viva's mass.

Secondly, the engine makes maximum power at a high 6,500rpm, while its 95Nm torque output also comes in relatively high at 4,500rpm. Our in-gear test between 50mph and 70mph in fifth highlighted these weak points, as the Viva took

### Testers' notes

"There's no auto yet, but Vauxhall will add a second gearbox option to the range early in 2016. I can't help but feel it should make the Corsa's peppier and more powerful 113bhp 1.0-litre three-cylinder turbo available in the Viva, too. It works nicely in the chic Adam city car, and it'd go down just as well here, adding extra performance where you need it on the motorway, but keeping CO<sub>2</sub> figures down for affordable running costs."



James Disdale Road test editor

17.4 seconds to accelerate over this speed range. Compared to the less powerful Hyundai, which is only a few kilos lighter but produces the same 95Nm lower down at 3,500rpm, it was 1.7 seconds slower.

The Viva was on par for performance in our other in-gear tests, matching or beating nearly all of the i10 and Celerio's figures, while its 0-60mph time of 13.5 seconds was respectable.

As with the Astra, its bigger brother, Vauxhall has really concentrated on the Viva's ride, and the supple suspension means the car deals with urban terrain well. It's also comfortable at higher speeds on the motorway, with cruise control contributing towards a more relaxing drive.

Ultimately, there's less grip on offer than in the other cars, but this isn't so important, and with a positive gearshift the Vauxhall is still fun to punt along. The mushy steering is overly light, although – together with a City button that makes it even lighter to help when manoeuvring in tight spaces, despite the Viva's larger 10.4-metre turning circle – it's easy to park.

## Ownership 3.8/5

IT'S a new car for Vauxhall, but the Viva uses tech from elsewhere in the range – and although these components have proven reliable, the brand doesn't have the strongest reputation. It finished a lowly 30th out of 32 manufacturers in our 2015 Driver Power satisfaction survey. Owners rated its dealer network more highly; it ranked 19th in our poll.

When it comes to safety, the Viva's outlook is better. Stability control, six airbags, a tyre-pressure monitor and lane-departure warning are all fitted as standard on even the basic SE variant.

However, a lack of any autonomous-braking features to reduce the likelihood of town-speed shunts mean the Vauxhall scored only four stars in Euro NCAP's most recent round of testing.

## Running costs 3.7/5

THE Viva splits the Celerio and i10 on costs – at £9,495, it's £480 cheaper than the Hyundai but £496 more than the Suzuki. Plus, our experts predict it'll retain 45.3 per cent of its value over three years and 36,000 miles. That means it'll depreciate by £170 more than the i10, but £204 less than the Celerio.

On CO<sub>2</sub> emissions, the Vauxhall also falls between its rivals: it emits 104g/km, compared to 99g/km for the Suzuki and 108g/km for the Hyundai. That means it'll cost lower-rate business users £283 a year to run – against £250 for the Celerio and £317 for the i10.



## Styling

**STRONG** cues such as swept-back headlights and twin side creases liven up Viva's design and give it more character than slab-sided Suzuki. Supple suspension deals well with urban terrain and makes for a fun drive, while ride is also comfortable and relaxing when cruising on the motorway



# Vauxhall V







# Viva



**CO<sub>2</sub>/tax**  
104g/km  
£20 or 15%



**Practicality**  
Boot (seats up/down)  
206/1,013 litres



**Performance**  
0-60/30-70mph  
13.5/14.3 seconds



**Braking**  
70-0/60-0/30-0mph  
52.5/37.8/10.2m



**Running costs**  
37.6mpg (on test)  
£35 fill-up



## Space

FIVE will fit in car at a push, but boot's smaller than Celerio's



## Dashboard

VIVA'S sophisticated cabin disguises budget nature well, and kit levels are good



## Practicality 3.9/5

REAR space in the Viva is the same as in the i10, and the wheelbase is identical. It'll accommodate four adults with ease – five at a push for shorter trips – as the small wheels mean the rear bench is really wide.

Storage is good, with two cup-holders in the front and one for the rear, plus a large trinket tray ahead of the gearlever. You also get a handy ledge above the small glovebox. Yet there are no door bins in the back, and while the Hyundai gets electric windows all-round, the Viva makes do with wind-up items in the rear.

On top of this, the 206-litre boot is 48 litres down on the larger Celerio. And although the seatbases in the back flip up to give a flatter floor, the backs can't be folded without removing the headrests.

## Testers' notes

"Features like Bluetooth, steering wheel controls and nicely trimmed seats give the Viva an upmarket feel to balance with its low price. It's a well executed package, but so is the more practical i10. The margins here are tight."



**Dean Gibson** Deputy road test ed.



**MODEL TESTED:** Suzuki Celerio SZ4  
**PRICE:** £8,999 **ENGINE:** 1.0-litre 3cyl, 67bhp

**AE** ALL three of our test cars take a value approach to motoring, but the Suzuki Celerio will appeal to buyers on the tightest budget. While our pictures show an SZ3 model, the top-spec SZ4 version we test here undercuts its rivals, at £8,999. We find out if its cost-effective recipe works against the Viva.

## Styling 2.8/5

DOMINATING the Suzuki Celerio's front-end design is a pair of big, square headlights and a wide grille. SZ4 models such as our test car feature a double chrome strip, while SZ3 versions like the car in our pictures get a plain black look.

The higher opening that feeds air to the engine is the same depth as the headlights, which is the Suzuki's boldest design feature. Our test car's Cerulean Blue metallic paint helps liven up the bodywork, but apart from that the Celerio's styling is much blander than that of its two rivals.

The 14-inch alloy wheels look undersized due to the body's height. At 1.54m it's the tallest here, which makes the proportions seem squashed and raised next to the Viva and wider i10.

There's less side detailing on the Celerio, too, and its creases and curves are much softer than on the Vauxhall, while there aren't any chunkier details like on the Hyundai's doors. A pair of simple, arcing lines run from the front wings to the tail-lights, and at the back there's a more heavily styled bumper.

Open the lightweight door and climb inside, and you can see the plainer approach to design continues. The plastics on the doors and dash are hard with a mix of textures – at this price, it's fair to say the quality is solid rather than premium, as the doors shut with a clang rather than a solid thunk like its rivals.

However, there are a few details that brighten things up and separate zones of the cabin nicely, such as the silver U-shape strip that sections off the stereo and ventilation controls from the rest of the dash.

As with the Hyundai, a big speedo sits in the middle of the instruments, but apart from some brighter trim on the centre of the seats, it's a sea of dark-coloured materials. Still, with DAB radio and Bluetooth fitted as standard, the Celerio SZ4's specification at this price is competitive. Sat-nav, heated seats and cruise control aren't even available as options; the only thing you'll be able to add is the fairly priced £415 metallic paint.

## Driving 3.0/5

WITH a focus on practicality rather than fun, the Celerio can't quite match up to the reputation of its bigger brother in the Suzuki range, the Swift, out on the road. But despite the anonymous looks, it's surprisingly good to drive.

The Celerio is a relative featherweight – even in this company – tipping the scales at 835kg. So although its 67bhp 1.0-litre three-cylinder is down on power, it still feels willing to rev. This showed on test, as the Suzuki was actually the fastest car from 0-60mph as well as from 30-70mph through the gears, taking 11.9 and 13.0 seconds respectively.

Tall gearing (2,800rpm in fifth at 70mph, compared to 3,400rpm for the Viva and i10) means with the lowest torque output here at 90Nm, the Celerio feels a little more breathless than the others. Our in-gear runs showed this, as the car took a lengthy 23.0 seconds to accelerate from 50 to 70mph

### Testers' notes

"Dipping under the 100g/km CO<sub>2</sub> barrier, giving free road tax, the 1.0-litre Celerio is the cleanest car on test. You can squeeze that further by opting for the Dualjet version of the same 67bhp 1.0 engine, which has stop/start and emits 84g/km of CO<sub>2</sub>. But you'll have to drop down to SZ3 trim, losing electric mirrors and rear windows, and a higher-spec stereo. That means it's £500 cheaper at £8,499, although the tax savings are minimal."



James Disdale Road test editor

in fifth. Plan ahead and change down a gear or two, and this is less of an issue; you'll easily keep up with traffic thanks to the engine's strong top end, but this does come at the expense of refinement.

Climb aboard and the high driving position gives a good view out, so it's easy to place the Celerio around town, navigating through narrow gaps.

Even though these cars are likely to spend more time in town, it's nice to know the Suzuki still makes a good fist of things away from its natural habitat. With high-profile tyres on its 14-inch alloys and a soft suspension set-up, the car soaks up lumps and bumps adequately. It's not perfect, however, as over long stretches of bad tarmac the chassis still feels busy, with big mid-corner bumps knocking the car off line.

The five-speed manual box has a light shift action, and the control layout, mounted high up on the dashboard, is good. There's a surprising amount of grip to lean on, and the weightier steering gives a solid feeling. However, those tall tyres and soft suspension mean there's quite a lot of body roll.

The Celerio has a joker to play when it comes to manoeuvrability, though, as its 9.4-metre turning circle is the tightest of the three here. Combined with strong visibility, this makes the Suzuki particularly easy to drive through tight city streets.

## Ownership 2.4/5

THE Celerio didn't have the smoothest introduction to the UK: only one day after it went on sale, Suzuki had to withdraw the car to sort out a brake issue. While it's now all fixed, the model's woes don't stop there.

In Euro NCAP's safety tests, the Celerio scored only three stars. Six airbags are standard, but a lack of optional features such as a speed limiter held it back.

The results of our Driver Power 2015 survey bring more bad news for Suzuki, as the brand finished 31st out of 32 in the manufacturers' chart, and 31st and last in the dealer poll.

## Running costs 3.2/5

ON paper the Celerio is the most efficient choice of our test trio, with Suzuki claiming 53.3mpg. But this wasn't reflected on test, as we recorded 33.4mpg.

Despite being the cheapest car here, it actually attracts the highest insurance rating – our SX4 sits in group seven, compared to group four for the Viva and group one for the Hyundai.

This means premiums are the highest for our sample driver, as the car will cost £370 to insure. That's £21 and £30 more expensive than the Vauxhall and Hyundai respectively.



# Suzuki Cel







## Styling

BOLD nose and lights dominate Suzuki's styling, but rest of car is rather bland. High stance makes alloys look small, too, even if it gives a good view out. Handling is decent, even away from Celerio's natural city habitat. It soaks up all but the biggest mid-corner bumps well



# erio



**CO<sub>2</sub>/tax**  
99g/km  
£0 or 14%



**Practicality**  
Boot (seats up/down)  
254/726 litres



**Performance**  
0-60/30-70mph  
11.9/13.0 seconds



**Braking**  
70-0/60-0/30-0mph  
53.7/39.3/9.9m



**Running costs**  
33.4mpg (on test)  
£38 fill-up



## Space

BOOT is largest here and rear is roomy for passengers, too



## Cabin

NEAT detailing livens up otherwise dark and rather plain cabin



## Practicality 4.0/5

AS it has the biggest boot here, at 254 litres, the Celerio is pretty versatile for its size. The car also features the longest wheelbase to maximise cabin space, so there's a generous amount of room in the rear, while its high roofline ensures even tall adults shouldn't struggle for headroom.

Storage is more of an issue. Narrow door trims mean the front door bins are almost pointlessly small – despite the fact that those in the rear can hold a bottle of water – although this does help to maximise room up front. At least the double cup-holder behind the gearlever solves this problem. There's another drinks holder in the rear, while those back door bins are larger and a more practical shape.

## Testers' notes

"There's no auto Viva yet, and you'll have to upgrade to the 1.2 if you want a self-shifting i10. But Suzuki offers an auto on the top-spec Celerio SZ4. It's £800 pricier than the manual, yet matches its 99g/km CO<sub>2</sub> emissions."



**Dean Gibson** Deputy road test ed.



**MODEL TESTED:** Hyundai i10 1.0 SE  
**PRICE:** £9,975 **ENGINE:** 1.0-litre 3cyl, 65bhp

**AE** WHEN Hyundai launched its all-new i10 in 2013, the small car proved a big step upmarket for the brand. It offered more space and quality, but was still affordable. Two years on, we test the £9,975 mid-spec 1.0 SE model to see if it still has what it takes in this hotly contested class.

## Styling 3.5/5

TO give the i10 more of a premium feel, Hyundai focused on a more grown-up design for the second-generation car. Dominating the nose is an oversized trapezoidal grille, but there are other neat features, such as the strip connecting the sleek headlight clusters and the i10's foglamps mounted low down in the bumper. It shows that the company's designers have struck a sweet balance between bold features and subtle attention to detail.

This is the widest car of our trio, with gentle creases in the bonnet and flared integrated door mouldings giving a more focused look. Parked up next to the Viva and the tall, narrow Celerio, it certainly looks the slickest choice.

It's helped by a strong shoulder line, where the glass area narrows in towards the roof, making the body look bigger. The design from the rear is simpler than at the front, with a pair of large tail-lights wrapping around on to the rear wings. Like the Viva, the simple boot design and a few creases in the bumper – including a pair of foglamps here – ensure the i10 keeps its more demure look.

Inside, our test car featured blue accents, which lift the atmosphere and add a nice splash of colour. Orange trim is also available, but only if you opt for Stardust Grey metallic paint. The logical cabin design is a match for the Viva's, with soft-touch surfaces and controls that have a classy feel, while there's loads of space for a compact five-door. It's just a pity some cheaper plastics in areas you might not expect take the shine off the air of quality.

Unlike the Viva, there's no large touchscreen option for the multimedia system, so you'll have to make do with Hyundai's simple dot matrix display. It's not as hi-tech to look at or operate, although you can upgrade the standard specification with a £175 Connectivity Pack, as fitted to our test model. This brings Bluetooth and steering wheel audio controls, but the cheaper Viva gets these as standard.

Other kit highlights include cruise control, yet that's about it, as manual air-conditioning – not climate control – comes as standard, while DAB radio and sat-nav aren't even available as options.

## Driving 3.8/5

STRAIGHT away it's easy to spot this i10's maturity, as even on bad roads it feels much more composed than the Vauxhall and Suzuki. The soft set-up is nicely controlled and the dampers isolate occupants well from the road. Only the worst bumps really upset the i10, but even wheel movement and body control over broken tarmac are relatively unruffled.

The chassis is fairly agile, retaining the smooth damping that makes it so comfortable on the motorway and in the city. However, the engine can't match the impressive ride.

This is the least powerful car here, with just 65bhp on tap. Add this to the 933kg kerbweight, and on test the i10 accelerated from 0-62mph in 13.9 seconds. However, this was only four-tenths slower than the Viva. With the equal highest torque output of 95Nm,

## Testers' notes

"If running costs are your priority, there's an even more efficient 1.0 SE Blue Drive model that cuts the i10's CO<sub>2</sub> emissions to 98g/km. It gets the same level of kit, and it'll be free to tax, while the 10g/km reduction will save owners £79 a year in company car costs. However, the drawback is that the Blue Drive version only has two rear seats, so you won't be able to carry a fourth passenger like in the standard SE model."



James Disdale Road test editor

but produced at the lowest rpm, the Hyundai is much better in gear. As our figures show, the car was faster than the Celerio in all in-gear performance runs, while it was on a par with the Viva, too.

Completing its list of talents are weightier steering than the Vauxhall's, plus a slick five-speed manual gearbox, while the chassis still delivers a small amount of fun on the right road, helped by that impressive ride.

Yet what's much more important is the Hyundai's refinement. It's difficult for any car to combine practicality, price and performance with a truly grown-up driving experience, let alone one this size, but the company's engineers have delivered exactly that in this latest i10.

## Ownership 4.1/5

WHERE the i10 really scores well is for ownership. In our Driver Power 2015 satisfaction survey, drivers voted it the third best car to live with overall, with consistently high scores across the board.

Running costs, ease of driving and reliability were particular highlights – and with Hyundai's five-year unlimited mileage warranty, if the i10 should have any problems, you'll be well covered.

The brand was also the top performer here in the Driver Power manufacturers' chart, although 21st out of 32 isn't brilliant, while Hyundai's franchised network was ranked 17th out of 31 in the dealer poll – marginally ahead of Vauxhall's – meaning the i10 should be the most stress-free model to own.

A four-star Euro NCAP crash test result matches the Viva's. The car comes with six airbags, ESP, a tyre pressure monitor and Isofix child seat mountings as standard, but there's no autonomous braking option.

## Running costs 4.0/5

ALONG with its impressive five-year warranty – including five years' roadside assistance and free vehicle health checks – Hyundai offers a very competitive three-year servicing pack for £349.

This is £127 cheaper than the Vauxhall's three-year deal, and significantly undercuts the Celerio's £549 routine maintenance package. In fact, for £649, Hyundai allows you to upgrade to a five-year service offering to match the warranty.

Incredibly strong residual predictions for a city car (49.6 per cent) suggest the i10 – which is the most expensive model on test – will depreciate by the least. Our experts estimate it'll be worth £5,025 after three years, which would mean you'll have clawed back the car's price premium and more come trade-in time.



## On the road

IMPECCABLE refinement sets the Hyundai apart, with impressive ride quality thanks to soft damping that's also well controlled

# Hyundai i10



## Practicality 4.0/5

THE i10 is a match for the Celerio in terms of load-lugging ability, offering just two litres less boot space, at 252 litres. In fact, it's enough space to embarrass cars in the supermini sector above.

Fold the 60:40 split rear seats, and capacity rises to 1,046 litres. Only the Viva gets close, at 1,013 litres; the Suzuki trails by 320 litres.

Practicality is about more than just luggage room, though, and this latest i10's chassis is engineered for extra space inside, with the rear suspension layout altered to optimise rear seating. There's lots of space, so tall adults should be relatively comfortable. Plus, storage is decent, with four door bins that each holds a large bottle of water.



**CO<sub>2</sub>/tax**108g/km  
£20 or 16%**Practicality**Boot (seats up/down)  
252/1,046 litres**Performance**0-60/30-70mph  
13.9/15.2 seconds**Braking**70-0/60-0/30-0mph  
53.0/38.7/10.1m**Running costs**40.1mpg (on test)  
£44 fill-up

## HEAD TO HEAD

### Technology

AS the new kid on the block, the Viva boasts the most advanced connectivity. It gets Bluetooth, but opt for the £425 IntelliLink infotainment, and sat-nav is also available. The set-up uses BringGo – a 99p iPhone and Android app.

It's a cheaper solution that generally works well, but the interface can be slow to react.



### Adaptability

THESE cars spend most time in town, but it's nice to know they can cope beyond the city limits.

All three contenders have a wider range of talents than you might think, but the i10 comes out on top, with grown-up road manners, a smart, roomy cabin and a competitive boot capacity.



### Stand-out looks

STRONG value is a theme of this trio, but the city car sector is so crowded that style is crucial, too. The Viva's design shines brightest, and the i10 has the most upmarket appearance inside and out. Yet the Celerio looks more utilitarian.

0



### Interior

BLUE trim adds welcome splash of colour to i10's interior; handling is reasonably fun; boot is generous



### Testers' notes

"If you want to add luxury to the i10, the £195 Winter Pack also brings a heated steering wheel and front seats. Such big car features should make a practical urban runaround like this even easier to live with."



**Sean Carson** Senior road tester





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AUDI RS6 V10 » 680+BHP (+DE-LIMIT)  
AUDI R8 V10 » 592+BHP (+DE-LIMIT)  
AUDI RS4 B7/ R8 » 445 BHP (+DE-LIMIT)  
AUDI RS3/RSQ3 » 420+ BHP (+DE-LIMIT)  
AUDI S3 / GOLF R » 373+ BHP (+DE-LIMIT)  
AUDI 3.0TDi (ALL MODELS) » 315+ BHP  
AUDI 3.0 Bi-TDi (ALL MODELS) » 380+ BHP  
AUDI Q7/A8 4.2 TDi » 400+ BHP

#### BMW

M5 V10 » 548+ BHP (205 MPH)  
X5M / X6M » 618+ BHP  
1M » 411+ BHP  
M3 E90/92 » 445 BHP (+DE-LIMIT)  
M135i/ M235i » 402 BHP  
M4/M3 3.0T » 520+ BHP  
M5 F10/M6 (STAGE 1) » 680 BHP  
M5 F10/M6 (STAGE 2) » 730 BHP  
F10 520D » 240 BHP  
F10 530D » 305 BHP  
335i/135i/X6 » 370+ BHP (+DE-LIMIT)  
123D » 252 BHP

316D/216D/116D » 160 BHP  
318D/218D/118D » 225 BHP  
330D E90 » 296+ BHP  
320D E90 » 215 BHP  
420i/320i/220i/120i » 275+ BHP  
435i/ F30 335i » 390 BHP  
428i/328i » 295 BHP  
535D / 335D / X5 SD » 355+ BHP  
640D/335D/535D/435D » 390 BHP  
730D » 305+ BHP  
X5 4.0D / 740D » 370 BHP  
X5 3.0D » 305 BHP  
X6 X5.0i 4.4 » 500+BHP  
X6 M50D/X5M50D/550D » 450 BHP

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A45/CLA45 » 420 BHP  
C300 HYBRID » 285 BHP  
A220CDi/C220CDi/E220CDi » 215 BHP  
C350/CLS350/E350/S350 » 315 BHP  
E400 /C450 » 420+ BHP  
C400 » 400 BHP  
'63' 5.5 Bi-TURBO ALL MODELS » 690+BHP  
'500' 4.7 Bi-TURBO ALL MODELS » 498+BHP  
S65 (W222) » 780 BHP  
SL65 BLACK » 720+ BHP (+DELIMIT)  
SL65 AMG » 690 BHP (+DE-LIMIT)  
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C63 AMG 6.3 » 530+BHP (+DE-LIMIT)

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R ROVER 3.0 TDV6 » 315+ BHP  
R ROVER 3.0 SDV6 » 345+ BHP  
EVOQUE/DISCO SPORT 2.2 DIESEL » 240+ BHP

#### PORSCHE

997 TURBO/S 3.8 INC PDK » 611 BHP  
997 TURBO 3.6 » 625+ BHP  
997 GT2 RS » 670+ BHP  
996 TURBO/GT2 » 600+ BHP  
997 CARRERA S PDK » 400+ BHP  
997 CARRERA S » 376+ BHP  
997 CARRERA PDK » 368 BHP  
997 CARRERA GTS » 435 BHP  
997 GT3 UP » 436 BHP  
BOXSTER 3.4S » 336+ BHP  
CAYMAN S » 342 BHP  
MACAN 3.0D » 315 BHP  
CAYENNE GTS » 440 BHP

CAYENNE TURBO 4.8 » 578+ BHP  
CAYENNE TURBO S 4.8 » 600+ BHP  
CAYENNE 4.2 DIESEL » 450+ BHP  
CAYENNE DIESEL » 315+ BHP  
PANAMERA TURBO » 600+ BHP  
PANAMERA DIESEL » 315+ BHP

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FERRARI CALIFORNIA » 487 BHP  
FERRARI 599 » 647 BHP  
FERRARI 430 » 525 BHP  
GALLARDO » 546 BHP  
LP560 » 608+BHP  
LP640 » 707 BHP  
HURACAN » 640+ BHP  
AVENTADOR » CALL FOR DETAILS  
MCLAREN MP4-12C » 700 BHP  
MCLAREN 650S » 720 BHP  
MURCIELAGO LP640 » 707 BHP  
MASERATI Ghibli 3.0S PETROL » 470 BHP  
MASERATI Ghibli 3.0 PETROL » 400 BHP  
MASERATI Ghibli 3.0 DIESEL » 312 BHP  
MASERATI GT/QPORT » 438 BHP  
MASERATI GT S / MC » 479+ BHP  
BENTLEY 4.0 T V8 » 690 BHP  
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# Figures

Hyundai  
i10 1.0 SEVauxhall  
Viva SLSuzuki  
Celerio SZ4

On-the-road price/total as tested	£9,975/£10,665	<b>RESIDUAL VALUES</b> IMPRESSIVELY high predicted residuals mean the pricier i10 depreciates at a much slower rate than its rivals here.	£9,495/£10,040	<b>NUMBERS GAME</b> VIVA sits smack bang in between i10 and Celerio when it comes to price. Running costs are still reasonable.	£8,999/£9,414	<b>SERVICING</b> IT'S a case of small margins adding up that results in the disparity in running costs in this test. Suzuki's more expensive servicing pack doesn't help here.
Residual value (after 3yrs/30,000)	<b>£4,950/49.6%</b>		£4,300/45.3%		£3,600/40.0%	
Depreciation	£5,025		£5,195		£5,399	
Annual tax liability std/higher rate	£317/£635		£283/£566		£250/£501	
Annual fuel cost (12k/20k miles)	£1,488/£2,479		£1,587/£2,644		£1,786/£2,977	
Ins. group/quote/road tax band/cost	1/£340/B/£20	<b>SPACE</b> HYUNDAI is the longest and widest car on test, which is reflected inside. The cabin is as roomy as in some superminis, with plenty of space adding to the impressive ride.	4/£349/B/£20	<b>DEALER NETWORK</b> VAUXHALL has the biggest network of franchised garages in this test, with 404 across the country. But it finished only mid-table in our Driver Power 2015 dealer survey.	7/£370/A/£0	<b>DRIVER POWER</b> SUZUKI performed poorly in our 2015 satisfaction survey. Only now-defunct Chrysler finished lower in the makers' chart, while Suzuki's dealers picked up the wooden spoon.
Servicing costs	£349 (3yrs)		£476 (3yrs)		<b>£549 (3yrs)</b>	
Length/wheelbase	<b>3,665/2,385mm</b>		3,675/2,385mm		3,600/2,425mm	
Height/width	<b>1,500/1,660mm</b>		1,485/1,595mm		1,540/1,600mm	
Engine	3cyl in-line/998cc		3cyl in-line/999cc		3cyl in-line/998cc	
Peak power	65/5,500 bhp/rpm	<b>WARRANTY</b> ADDING to the appeal of the i10 is its five-year warranty. The package includes free roadside assistance and vehicle health checks, too.	74/6,500 bhp/rpm	<b>EQUIPMENT</b> THE Viva's £425 optional IntelliLink touchscreen looks slick and works well. It's the only one with sat-nav as an option, although it uses a smartphone app.	67/6,000 bhp/rpm	<b>ACCELERATION</b> DESPITE its lower torque output, the Celerio was the fastest car on test from 0-60mph. However, it lost out to the i10 during our in-gear assessments.
Peak torque	95/3,500 Nm/rpm		95/4,500 Nm/rpm		90/3,500 Nm/rpm	
Transmission	5-spd man/fwd		5-spd man/fwd		5-spd man/fwd	
Fuel tank capacity/spare wheel	40 litres/repair kit		32 litres/repair kit		35 litres/repair kit	
Boot capacity (seats up/down)	252/1,046 litres		206/1,013 litres		254/726 litres	
Kerbweight/payload/towing weight	933/487kg/N/A	<b>5yrs (unltd)/5yrs</b>	939/489kg/N/A	<b>31st/31st</b>	835/425/400kg	<b>11.9/13.0 secs</b>
Turning circle/drag coefficient	9.6 metres/0.31Cd		10.4 metres/0.33Cd		9.4 metres/N/A	
Basic warranty (miles)/recovery	10,000 (1yr)/162		3yrs (60,000)/1yr		3yrs (60,000)/1yr	
Service intervals/UK dealers	10,000 (1yr)/162		20,000 (1yr)/404		9,000 (1yr)/149	
Driver Power manufacturer/dealer pos.	21st/17th		30th/19th		<b>31st/31st</b>	
NCAP: Adult/child/ped./assist/stars	79/80/71/56/4		74/72/68/64/4		61/74/68/N/A/3	
0-60/30-70mph	13.9/15.2 secs	<b>13.5/14.3 secs</b>	13.5/14.3 secs	<b>7.7/11.8 secs</b>	11.9/13.0 secs	<b>7.7/11.8 secs</b>
30-50mph in 3rd/4th	6.8/10.7 secs		7.5/10.6 secs		7.7/11.8 secs	
50-70mph in 5th/6th	12.3/15.7 secs		11.2/17.4 secs		13.9/23.0 secs	
Top speed/rpm at 70mph	96mph/3,400rpm		106mph/3,400rpm		96mph/2,800rpm	
Braking 70-0/60-0/30-0mph	53.0/38.7/10.1m		52.5/37.8/10.2m		53.7/39.3/9.9m	
Noise levels outside/idle/30/70mph	69/51/65/73dB	<b>37.6/8.3/265 miles</b>	71/53/64/74dB	<b>55.3/76.3/65.7mpg</b>	69/54/69/74dB	<b>55.3/76.3/65.7mpg</b>
Auto Express econ (mpg/mppl)/range	40.1/8.8/353 miles		37.6/8.3/265 miles		33.4/7.4/257 miles	
Govt urban/extra-urban/combined	47.1/70.6/60.1mpg		50.4/72.4/62.8mpg		55.3/76.3/65.7mpg	
Govt urban/extra-urban/combined	10.4/15.5/13.2mpl		11.1/15.9/13.8mpl		11.7/16.8/14.5mpl	
Actual/claimed CO <sub>2</sub> /tax bracket	189/108g/km/16%		201/104g/km/15%		227/99g/km/14%	
Airbags/Isofix/park. sensors/camera	Six/yes/no/no	<b>Six/yes/£275/no</b>	Six/yes/£275/no	<b>Six/yes/no/no</b>	Six/yes/no/no	<b>£800/yes/no</b>
Auto gearbox/stability/cruise control	No/yes/yes		No/yes/yes		£800/yes/no	
Climate control/leather/heated seats	Air-con/no/£195^		Yes/no/£150		Air-con/no/no	
Metallic paint/xenons/keyless go	£515/no/no		£545/no/no		£415/no/no	
Sat-nav/USB/DAB radio/Bluetooth	No/yes/no/£175		<b>£425*/y/£425*/y</b>		No/yes/yes/yes	

## Results

### HYUNDAI

IT'S the most expensive car here, but the i10 hits back with stronger residuals, cheaper servicing and insurance. Add adequate performance, plenty of practicality and an excellent Driver Power result, and it secures victory. Higher CO<sub>2</sub> emissions mean it'll cost business users a tiny bit more to run, but this is offset by savings elsewhere. It's the best car to drive and the most refined choice, too.



# 1st

### VAUXHALL

GREAT safety, affordable servicing and lower depreciation see the Viva relegate the Celerio to third. However, if running costs are more important, dropping down to the cheaper SE trim with Vauxhall's 99g/km CO<sub>2</sub> ecoFLEX engine will save you money – then it undercuts the Suzuki and matches its efficiency. You lose climate control, but use the cash to add IntelliLink.



# 2nd

### SUZUKI

THE Celerio is a genuinely cheap and cheerful car. There's a refreshing honesty to the way it drives, and it backs that up with good performance. But the tempting price can't counter the three-star crash-test rating, dull design or Suzuki's poor Driver Power results. In a sector where ownership cost is key, higher insurance and servicing bills mean the price isn't as attractive as it initially appears.



# 3rd

## RIVALS

Other options in this category...

Skoda Citigo SE 5dr 1.0 60 PRICE: £9,485  
ENGINE: 1.0-litre 3cyl, 59bhp CO<sub>2</sub>: 105g/km

VW Group budget brand Skoda's five-door Citigo is well matched here. While SE trim trails on kit, with air-con the highlight, the car arguably matches the i10 for style and refinement. Practicality is strong and performance adequate.



Renault Twingo Play SCe 70 PRICE: £9,995  
ENGINE: 1.0-litre 3cyl, 69bhp CO<sub>2</sub>: 105g/km

DESPITE having its engine in the rear, the Twingo has a bigger boot than the Viva, at 219 litres. Space inside is more limited, but five doors give easy access. Funky graphics add flair, while the incredibly tight turning circle makes it easy to drive in town.







# Caterham Seven 270S

**FIRST REPORT** Stripped-out sports car is the latest to join our fleet – and we helped build it



**Sean Carson**

Sean\_Carson@dennis.co.uk  
@Carson\_onscars

**AE** WE'RE welcoming a motoring icon to the Auto Express fleet in the shape of the new Caterham Seven 270S – and we helped build it. However, take the word 'new' with a pinch of salt, as the basic design has its roots way back in 1957.

As I don't have any children and can live without many creature comforts, I'll be running the 270S – and, actually, I can't really take much credit for the car's construction. But as our pictures show, I did head down to the factory at a crucial stage, helping bolt in place its heart: the engine and gearbox.

That powerplant is a Ford-sourced 1.6-litre four-cylinder that delivers 135bhp and 165Nm of torque. Now, this might not sound like a lot next to some modern hot hatches, but remember our 270S weighs in at only 540kg – less than half as much as a Ford Fiesta ST – and the performance on offer is impressive. In fact, I'd go as far as to say it's perfectly pitched for the road.

The 0-60mph sprint takes five seconds flat, but the car's brick-like shape and upright windscreen mean the Caterham creates plenty of drag, so with short gearing, the

top speed stands at a modest 122mph. Performance and driving enjoyment aren't the sole reasons I'll be running a Caterham, though – the company says that with the optional road-biased S Pack I've gone for, this is the most usable Seven yet. Is it now a good alternative to other lightweight sports cars which are that bit more practical, such as the Lotus Elise? As the Elise's price has risen over the years, the Seven's simplicity and affordability seem to appeal more than ever.

Sure, with this model starting at £23,495 if you build it yourself (add £3,000 if you get Caterham to wield the spanners, plus an £800 delivery charge), it's still a significant sum of money for a fair-weather fun car. But it looks good value next to the £30,900 Lotus.

My machine won't just be driven on a rare dry day, though. I'll be braving the elements to test the Seven's claimed usability, so I've gone for the wider SV chassis with lowered floors to make the narrower, standard car a little bit roomier inside. Also, the S Pack brings Sport dampers tuned for the road that give a good trade-off between traditional Seven agility and extra comfort. Also on the menu is a five-speed gearbox (better for cruising), as



## THE BUILD

Sean visited 'his' car on the production line to see exactly how the Seven is assembled



**KIT COST**

Caterham will put the car together for you for £3,000 – or if you are mechanically minded, you can do it yourself

**Performance**

0-60mph/top speed  
5.0 seconds/122mph

**Practicality**

Boot  
120 litres

**Running costs**

N/A mpg (on test)  
£39 fill-up

**BOLTING ON**

Our man got to put some of the finishing touches to two-seater

**Second opinion**

"The tiny 270S puts the driver front and centre. It's so responsive, it forces you to perfect your technique and become a better driver. You'll have a huge grin on your face on every journey."



**James Disdale** Road test editor

well as a carpeted interior, floor mats, a full windscreen with doors and leather seats.

It might sound strange to pick out some of these items as highlights these days, but more hardcore Caterhams are pretty pared back, so with the likes of a heater and a 12V socket, I'm sure I'll be (relatively) comfortable cocooned inside our Seven.

Running it through the depths of winter will highlight just how flexible and fun the car can be – if I emerge on the other side with a smile on my face, it'll have done its job.

As a result, I'll be putting it to the test with a few out-of-the-ordinary road trips

and, hopefully, some track time – typical Caterham territory, in other words. But I'll be mixing this with the mundane stuff such as commuting into and out of central London and the weekly supermarket run.

Plus, the Seven will provide a nice contrast to the rest of the metal moving through the Auto Express car park every week, standing no taller than the door handles on most modern crossovers. In Kawasaki motorcycle green, with black stripes and decals, and anthracite 15-inch alloys, it's not a car that'll blend into the background – and for me, that's just what a Caterham should be.

Finished... and now our roadster is ready to battle the elements



Otis Clay

**Essentials****Caterham Seven 270S**

<b>On fleet since:</b>	November 2015
<b>Price new:</b>	£26,495
<b>Engine:</b>	1.6-litre 4cyl, 135bhp
<b>CO<sub>2</sub>/tax:</b>	TBC
<b>Options:</b>	SV chassis (£2,500), limited-slip diff (£995), Sport suspension (£795), 15-inch alloys (£595), half hood (£195), side screen armrests (£95), lowered floors (£395), Black pack (£195), decal pack (£295)
<b>Insurance*:</b>	TBC
<b>Mileage/mpg:</b>	N/A
<b>Any problems?</b>	None so far

\*Insurance quote from AA (0800 107 0680) for a 42-year-old living in Banbury, Oxfordshire, with three penalty points.



**WE LIKE** Ford-sourced 1.6 has 135bhp, and while Kawasaki green paint is £250 extra, in combination with the £295 stripes it gives our 270S real presence on the road



**WE DON'T** We'd have loved to have been able to build our car, but with so many parts and no garage to store them in, we left Caterham to do the job

**Verdict**

I'M looking forward to delving deeper into the Caterham's box of talents to test its claimed breadth of ability. I'm under no illusions: this isn't going to be like life with a supermini. But as a sports car fan, I'm really going to relish using the Seven on a regular basis.





# Our cars



**Rebecca Chaplin**

Rebecca\_Chaplin@dennis.co.uk  
@BelieveBecca

**AE** I'M a big fan of small cars – the classic Mini you can see hoisted in the air in this picture is mine. So when a custodian for our Mazda 2 was needed, I grabbed the keys before anyone else got the chance.

Like the Mini, the Mazda blends stylish looks with small dimensions and agile handling. However, while our 2 is in tip-top condition and running faultlessly, my Mayfair is feeling poorly. For months it's been sat stationary on my drive, waiting for some TLC, as I've been using the Mazda for my epic Southampton to London commute.

The Mazda is more spacious inside than you might think at first glance, and has proven to be the perfect partner as I begin my Mini's long overdue restoration.

However, after one spur-of-the-moment eBay purchase left me needing to collect a whole nose section for my Mini, I thought something bigger might be in order. Yet logistics dictated I'd have to stick with the 2. To be honest, this was a bit of a concern.

I needn't have worried. Despite my panic, with the rear seats folded flat, or almost flat, there was more than enough space. In fact, there was space to spare, which was also a worry – I was fearful that the heavy-duty spare part would roll around and smash one of the headlamps (which for some reason were still attached), not to mention damage the Mazda's interior trim.

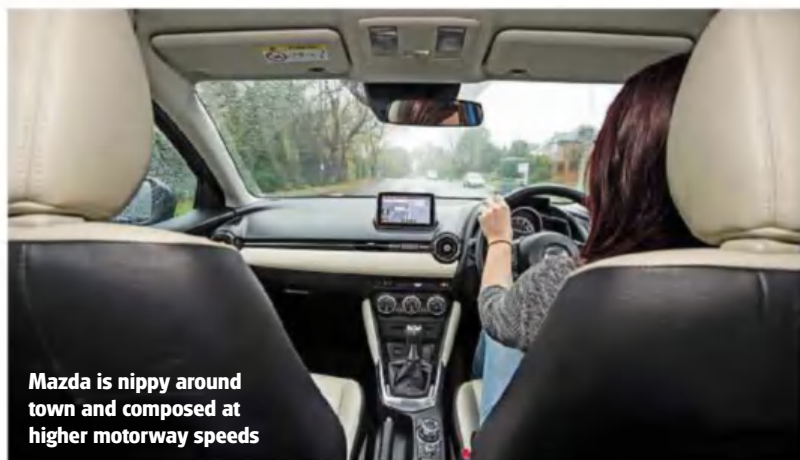
Happily we made it back in one piece, thanks in no small part to the intuitive sat-nav getting me to the seller's location and back to our London office without a hitch.

Unfortunately, the Mini's nose was such a good fit in the Mazda that I forgot to take it out when I got home, and only remembered when I turned up to my next video shoot. Inevitably someone else needed to take the 2 away, so I had to transfer the hefty Mini front end into something else – which



## Mazda 2

**FOURTH REPORT** Supermini lent a hand in restoration of classic Mini



**Mazda is nippy around town and composed at higher motorway speeds**

### Second opinion

"We love the Mazda 2, but it's touchscreen infotainment system does appear to be an Achilles heel. It's easy to use, but too many staff have returned the keys with reports of wayward sat-nav directions and Bluetooth pairing problems. Fingers crossed this is just a software glitch that can be sorted at the car's forthcoming first service."



**Dean Gibson**

Deputy road test editor

proved to be a bit of a problem. The Jaguar XE was a no-no, as its narrow saloon tailgate opening was too small, and eventually, I managed to squeeze it into a Vauxhall Astra, but only after heaving the cumbersome Mini part over the high load lip.

So there you go, if you need a repair van for a Mini restoration business, the Mazda 2 is perfect! Joking aside, there have been a couple of niggles with the 2. Although it

worked before, my iPhone 6 will no longer connect via Bluetooth, and just in the last week the brakes have developed a squeak. Still, with perfect timing, and with 12,500 miles on the clock, the Mazda's service light has just illuminated, meaning a trip to the dealer is on the cards. Looks like my Mini won't be the only car getting some attention...







Otis Clay

## Essentials

### Mazda 2 1.5 Sport Nav

<b>On fleet since:</b>	April 2015
<b>Price new:</b>	£15,995
<b>Engine:</b>	1.5-litre 4cyl, 113bhp
<b>CO<sub>2</sub>/tax:</b>	117g/km/£30
<b>Options:</b>	Metallic paint (£530), Light Stone leather trim (£800), Safety Pack (£400)
<b>Insurance*:</b>	Group: 19 Quote: £393
<b>Mileage/mpg:</b>	12,631/40.2mpg
<b>Any problems?</b>	Occasionally glitchy infotainment system

\*Insurance quote from AA (0800 107 0680) for a 42-year-old in Banbury, Oxon, with three points.



**WE LIKE** The 2 is genuinely fun to drive, with excellent agility and refinement at high speed. Slick MX-5-like gearshifts are a particular highlight



**WE DON'T LIKE** Infotainment has proven to be a big of a bugbear, with the glitchy sat-nav freezing occasionally and the Bluetooth refusing to pair



## Verdict

LIKE all the best small cars, the Mazda 2 is a great jack of all trades. It's nippy and compact around town, refined on the motorway and more spacious than you'd imagine – just the sort of car that means you don't have to compromise when downsizing.



## Fleetwatch



Small cut in RS3's Pirelli P-Zero caused big problems when we were unable to source a replacement at an independent tyre retailer

### Audi RS3

OUR fast Audi has been in the wars recently. A crashing impact with an unsighted pothole on a dark, leaf-covered narrow lane less than a mile from road test editor James Disdale's home resulted in a small cut in the ultra low-profile sidewall of the Audi's nearside Pirelli P Zero. No pressure warning flashed up on the dash, but as our man pulled up at his house he was treated to the sound of hissing as air escaped from the punctured tyre.

There was no spare in the boot, just a compressor and a can of sealant, so James decided it'd be easier to book an appointment with online mobile tyre fitting specialist [etyres.co.uk](http://etyres.co.uk), which charged £186.30 for the replacement rubber. However, a short time later, etyres informed James that it didn't have the P Zero in stock. A long ring-round by our man revealed that no stockists had this tyre, and all claimed they'd be looking at minimum delivery time of four weeks! In the end, Audi UK came to the rescue with a replacement, and an assurance that any Audi main dealer would be able to source and fit a Pirelli for £239.



### Honda CR-V

WITH a new flat to furnish and a trip to a certain Swedish flat-pack furniture store in order, the Honda CR-V was the ideal tool for the job, as senior news reporter Jonathan Burn found out.

Coffee tables, wardrobes, a chest of drawers and an assortment of small items were all on the shopping list, but the CR-V had no trouble swallowing the lot.

What really made the difference was its clever Magic Seating arrangement. One pull on a lever sees the rear seat bases flip up and the back rests fold down.

The result is a completely flat floor, which made it incredibly easy to load heavier, bulkier items. The low floor and absence of a boot lip meant longer items could simply be slid through the car without having to awkwardly manoeuvre them. The flat floor also meant arranging all of the items in the boot became like one giant game of jenga.

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Boot's proven big enough to carry Rebecca's video kit and spare parts for Mini



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ARRANGING temporary insurance is an irritating and expensive process – even though you may only need a car for an afternoon. That's where brand new smartphone app Cuvva aims to help.

Simply sign up, and provide payment and driving licence details. You're then asked to take a picture of your face using your phone's camera – to confirm you're the licence holder – plus a shot of the car you want to be insured on.

From there you select the period of time you'd like to be insured for and agree on the price. As long as you have good data reception, approval takes about 30 seconds. After that, your details are stored, making repeat use even quicker.

Cuvva insurance is comprehensive, and is fully underwritten, too. It's early days, but the company is working with a number of providers so it can offer the lowest prices.

Rates are calculated on the car's power and where you're driving – taken from the phone's GPS – unlike traditional insurance, which uses a home address. Cuvva promises affordable premiums, claiming that they fall significantly once drivers pass the age of 25, with an hour's cover available from just £7.



App uses personal details, picture and shot of car you want cover on to give approval

**"Rates are calculated on the car's power and exactly where you're driving, taken from the phone's GPS"**

Cat  
Dow

## Got a query?

Cat\_Dow@dennis.co.uk  
@AE\_Consumer

Q How can I  
beat daily  
condensation?

I'M sick of the daily battle with condensation in my car now the weather has turned cooler. Is there anything I can use on the windows to stop it building up or make it easier to deal with?  
Charley Elsby, E-mail



**A** EXTRA moisture in the cabin can make the problem worse, so firstly ensure that the pollen filters aren't blocked and that no damp clothes have been left in the vehicle. Check for any leaks, too. Once you've done that, apply a glass cleaner – we like Black Diamond Quick Glass (Issue 1,351). This should get rid of existing condensation and prevent it from forming.

## Q Driving on flat tyre

A FRIEND drove to mine the other day with a flat tyre making a loud noise. We've since been arguing over whether this is legal. Who's right?  
Martin Ordell, E-mail

**A** IT'S not legal, as the car isn't roadworthy. If it's not possible to safely pull over and reinflate or change the tyre, you should drive to a suitable location or nearest tyre depot. From the sounds of things, your friend was damaging the wheels by driving. A compact 12V air compressor – like the Ring RAC630 featured in Issue 1,317 – can be handy to have in the boot.

## Q Getting power on the go

I'M travelling to see family over Christmas, but my car's 12V sockets don't work. I'm not sure how long my sat-nav's battery will last and I'd rather not take my laptop. What can I do?  
Chris Williams, E-mail

**A** IF your sat-nav can be charged using a standard USB or micro-USB cable, consider a compact power bank, like the Bakht Auto EPS12 – our Issue 1,386 test Best Buy. For devices with a non-standard charger, try the Ring RPP170. It's pricier, but also has a 150psi air compressor for your tyres and emergency jump leads.



## FULLY PORTABLE

Palm-sized tracking device does not need to be wired in, meaning it can be transferred from vehicle to vehicle



## NEW PRODUCT Oxford Tracker

Price: From £199  
Contact: 01993 862300,  
[www.oxprod.com](http://www.oxprod.com)



# TRACK YOUR CAR WITH LONG-LIFE GPS DEVICE

If you're worried your car might be stolen, or are just prone to losing it in large car parks, it might be wise to invest in a GPS tracker.

GPS technology has moved on a long way in the past decade, to the point where a device like the Oxford Tracker is affordable. It's a sleek, hand-sized unit, and contains not only a GPS tracker, but a battery that's powerful enough to run the unit for up to 10 years.

The idea is that you hide it somewhere in the car. Whether it's in the door pocket, under the seat or in the glovebox, the device will emit a unique signal which can be tracked from a PC or the companion smartphone app. The location

of your vehicle is then shown on a mapping system, which is powered by Google.

There are several 'modes' including live, which updates its location every five minutes, and Geofence, which alerts the owner if the vehicle is moved out of a certain area. The vehicle can be tracked once it's been stationary for five minutes, allowing the police to catch up with any thieves.

The Oxford Tracker isn't just designed for cars – the unit is fully transferable as it doesn't need to be wired in, meaning it could stay in a caravan, trailer, motorcycle or track car.

After you've stumped up £199 to buy it, there's a subscription to pay, starting at £60 for a year.

## MAPPED OUT

Device lets you track location of your car via an app which uses Google mapping

## news, deals & events



## Hi-tech dash display with a classic look

YOU can bring your classic car bang up to date with the latest technology without ruining its original look with the help of the GaugePilot range.

The devices pack in-car tools like engine monitoring, stopwatches, rally computers and extra gauges into a unit that resembles a classic fifties Halda rally computer.

The GaugePilots can be fitted into classic or modern cars and come in a variety of finishes to suit any dash. Prices start at £1,200. Log on to [www.gaugepilot.uk](http://www.gaugepilot.uk) for more info.

## Cool new seats for fans of muscle cars

TO add the finishing touch to an AC Cobra or Ford Mustang, Cobra Seats has released an officially licensed Shelby sports seat.

Carroll Shelby's name is intrinsically linked with both classics, and owners can now get a little of the magic for themselves. Under the stitched leather or vinyl, the seats feature the latest frame technology, so they're far safer than they were in Shelby's day.

Prices start from £275 (excl VAT) for vinyl versions of the seats. Find out more at [www.cobraseats.com](http://www.cobraseats.com).

## Bag festive bargain at car parts jumble

GETTING organised for Christmas? There will be bargain stocking fillers galore for the petrolhead in your life at the Malvern Drive-In Classic Car & Bike Autojumble in Worcs.

Taking place on 29 November at the Three Counties Showground, the event promises a medley of parts and spares. The fun starts at 10am and showcases over 250 models. Tickets cost £6 for adults. Click on [www.classicshows.org](http://www.classicshows.org) for details.

## FIRST TEST

### Clean Drive fuel additive

Price: £14.99 Rating: ★★ ★

Contact: 08000 329 329, [www.wilcodirect.co.uk](http://www.wilcodirect.co.uk)

THIS new fuel additive claims to improve efficiency by up to 15 per cent. With only a quarter of petrol left in our test car's tank, we added Clean Drive after warming the engine.

It claims to clean the fuel pump, pipes and injectors, plus lubricate the engine wall. If you run a diesel, Clean Drive will also clean the particulate filter. All this should help fuel travel more efficiently. We could hear the difference in engine note, while the steering felt lighter and the engine wasn't as smokey.

We recorded an improvement of just under three per cent in fuel efficiency; short of the claimed figure, but still welcome.



Clean Drive fuel additive is said to reduce fuel consumption by around 15 per cent, but we couldn't quite match that

Contact Cat\_Dow@dennis





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## Mini test

### NEW PRODUCT

#### Bullet Carnauba Creme Glaze Kit

Best price: £16.80 (250ml)

Contact: 01886 821330, [bulletpolish.co.uk](http://bulletpolish.co.uk)

IT'S hard to know what Bullet is trying to do with this kit. Even though it contains carnauba, the company makes little claim for durability, apart from the "long-lasting" shine. While it wasn't disgraced, its rivals were clearly ahead on longevity.

Its ability to remove light marks may help tired paintwork, but on our newish test car each product left a similar shine.

The glaze goes on a lot more easily than double speed-wax, but you have to wait for it to haze and buffing isn't as effortless as with the slick Armor All.

While it was relatively easy to apply and may be a solution for older paint than our 18-month-old test car's, price holds it back.

Rating: ★★



## Wax and polish line up to see off worst of winter

Kim Adams

AS the temperature falls and a wet winter looms, now is the time to add a layer of protection to your car's paintwork. A raft of innovative products aims to take the effort out of the job, and one of the latest is Carnauba Creme Glaze Kit from Bullet Polish.

Bullet says it's an "easy on-easy off space age wax fortified with carnauba" that can remove light scratches and creates a "deep, long-lasting shine".

We put the glaze to the test alongside our reigning Best Buy, Bilt Hamber double speed-wax, plus top sealant Armor All Shield, itself a past champion.

Each was applied to a bonnet recently clayed and stripped of wax. The car was driven for five weeks, and we regularly checked the finish and beading. We also rated prices from a range of sources as we went to press.

Given the newcomer's focus on shine, it was no surprise that our past champs lasted longer.

**"There's a raft of products available to make protecting your paint easier"**

### STILL OUR FAVOURITE

#### Bilt Hamber double speed-wax

Best price: £14.95 (250ml)

Contact: 01277 658899, [bilthamber.com](http://bilthamber.com)

LIKE all the products here, double speed-wax comes with a sponge applicator and microfibre cloth, but 250ml of this hard wax will go a lot further than Bullet's liquid formula.

While it takes more effort to apply, with some resistance to buffing, this is worthwhile. Strong beading and durability back up its Issue 1,364 wax test win.

Rating: ★★★★★



### STRONG ALTERNATIVE

#### Armor All Shield

Best price: £18.99 (500ml)

Contact: 0845 602 1995, [www.armorall.eu](http://www.armorall.eu)

OUR 2013 wax champ still mixes ease of use and durability well, although it was a touch behind the Bilt Hamber at the end of the test. Add easy wipe-on, wipe-off application and you have a quick way to top protection.

It's also resistant to regular washing, which seems to revive beading. It claims to be better than a wax and, with one or two exceptions, we have to agree.

Rating: ★★★★★



## books, apps & games

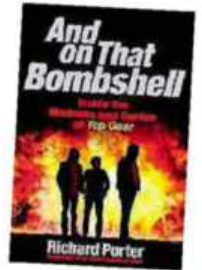


### And On That Bombshell

Richard Porter (Orion Books, [www.orionbooks.co.uk](http://www.orionbooks.co.uk))

Price: £20 (hardback) Rating: ★★★★★

IT'S been months since Top Gear left our screens, and this book by script editor Richard Porter offers an interesting behind-the-scenes insight into the show. Porter worked alongside Jeremy Clarkson, James May and Richard Hammond for 13 years, and the book provides a funny and at times thought-provoking look into the world of one of the biggest motoring programmes of all-time.

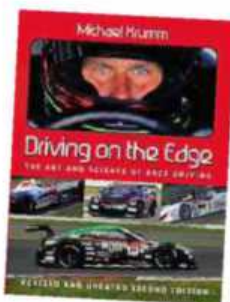


### Driving on the Edge

Michael Krumm (Icon Publishing, [iconbooks.co.uk](http://iconbooks.co.uk))

Price: £24.99 (hardback) Rating: ★★★★★

AUTHOR Krumm uses over 20 years of racing experience to teach everything from the basic – such as correct brake and corner entry methods – to the complex, like setting up a car for a wet circuit. Supporting the content are clear visual analysis and personal references. While it's largely unsuitable for road driving, the book is a must for those looking to improve their race craft. Perfect for a budding racer or a regular track day fan.



### Smashy Road

Available for: iOS, Android

Price: Free Rating: ★★★★★

FROM the maker of hit Crossy Road comes this new police pursuit edition where the aim is to evade capture. The eight-bit graphics are charming, and the fast-paced gameplay is only broken by occasional ads. While you can pay to progress, it's possible to complete it totally free.



## App of the week



### Motoring and The Law

Available for: iOS, Android

Price: £2.29 Rating: ★★★★★

THIS app combines Ask The Police website with a legal database to make traffic laws easier to understand. Detailing the laws and penalties, the interface is clean and simple to navigate. Worth having offline, but answers can be obtained free on the mobile site.





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## Anki Overdrive

Price: £149.99 Rating: ★★★★★

Contact: 0800 808 5701, [www.anki.com](http://www.anki.com)

**BEST BUY** ANKI'S first product, Drive, turned the traditional slot car formula on its head, and it looks set to do the same with Overdrive. This combines aspects of mobile gaming with real racing to provide endless fun. The track slots together magnetically, and even the starter kit provides enough to make several different layouts. The slick app works brilliantly, with the only slight issue being that every player needs a smartphone. It's a fantastic product – expensive, but worth it.



## Carrera Evolution LaFerrari

Price: £120 Rating: ★★★★★

Contact: 020 8421 5922,  
[www.carrera-toys.com](http://www.carrera-toys.com)



### RECOMMENDED

CARRERA products are popular in the hobbyist market, so fiddly construction and fragile contacts are easily forgivable – this track isn't intended to be packed up regularly. As a proper 'slot car' racer, this is in a class of its own. Weighty, beautifully detailed cars race smoothly around a big track with lots of layout options. We liked the progressive nature of the controllers, too.



## Scalextric ARC One

Price: £99.99 Rating: ★★★★★

Contact: 01843 233525,  
[www.scalextric.com](http://www.scalextric.com)



THIS is almost a regular Scalextric kit, but ARC adds features like lap timing and a tournament mode, along with the possibility to change gameplay with tyre wear and refuelling stops. The app is very easy to use and connects seamlessly with the ARC base. It gives a depth of gameplay that's been somewhat missing from Scalextric before – and means it's able to compete with the newer slotless sets for sheer fun.

## Real FX Slotless Racing

Price: £99.99 Rating: ★★★★★

Contact: 01702 200660,  
[www.realfxracing.com](http://www.realfxracing.com)



REAL FX essentially uses regular remote-control cars, but cameras in the underside are able to 'read' the supplied track and act like a slot car. The track itself is made of thin paper, so it's not very durable and it won't rise and fall like a more rigid track would. The cars, too, feel slightly cheap, and the sound effects that come from the controller are noisy. They're also too difficult to keep on the track. The idea has potential, but this is a flawed set.





# SLOT CAR RACING SETS

Which game will provide hours of festive fun?

**PRODUCT GROUP TEST 18 | 11 | 2015**

Every week, we extensively test all the latest car kit. Log on to [www.autoexpress.co.uk](http://www.autoexpress.co.uk) to look through our online test archive.

**AE** Tom Wiltshire

WITH Christmas coming up, a slot car set under the tree would fill many racing fans with festive cheer. They can provide hours of high-speed fun, with infinite possibilities for layouts and vehicles.

There are many choices in this market, from tiny 'Micro' sets for kids to top-class hobbyist material. In recent years, though, more hi-tech advancements have become available to add to the traditional slot car – as well as brand new 'slotless' racing sets that break free of some of the boundaries of the classic formula.

We've tested some of the standard slot car sets from Scalextric and Carrera, and put them up against two slotless sets from newcomers Real FX and Anki, to find out which is the best for some festive fun.

## How we tested them



THE most important consideration in this test was the fun factor – above all, these sets should be exciting to play and have us constantly coming back for more.

Variety was important – we didn't want to have to build the same layout over and over again. And we assessed durability to ensure the sets could handle many Christmases' worth of racing – so we tried to crash the cars as much as possible.

It's very important to note who the set is aimed at – durability matters more in a set aimed at children, for example, while seasoned hobbyists wouldn't be too happy with cars that aren't very detailed.

Finally, we looked at cost. Our prices were taken from a range of online retailers as we went to press.

### Scalextric Micro 007

Price: £44.99 Rating: ★★ ★

Contact: 01843 233525,

[www.scalextric.com](http://www.scalextric.com)



THIS is the cheapest set here, and in some ways it feels it – everything is very lightweight. It feels sturdy, though, and little hands should have no trouble assembling and disassembling the track pieces. They'll love the cars, too – although a fight could break out over who gets to 'drive' the DB5! We found it almost impossible to crash this set, so adults won't have much fun, but kids will love it.

### Scalextric Spectre

Price: £129.99 Rating: ★★ ★

Contact: 01843 233525,

[www.scalextric.com](http://www.scalextric.com)



WITH the release of James Bond's latest adventure, fans wanting to capture a piece of the action can indulge in this topical set. The cars look spectacular, but layout options are limited. The provided leap ramps seem like a good idea but are really just a gimmick, and the sideswipe section is just a wiggle in the track. For the hefty price we'd expect more equipment, fun and replay value.



### Carrera GO! Mario Kart 8

Price: £55 Rating: ★★ ★

Contact: 020 8421 5922,

[www.carrera-toys.com](http://www.carrera-toys.com)



THE high point of this set is the cars – Mario and Luigi look absolutely fantastic. After that, however, it all goes wrong. The unfathomable instructions mate with a poorly designed track linking system – we accidentally broke some clips while taking it apart. The loop-the-loop looks interesting, but falls down in practice – quite literally, as it's a real art to get around it. This set is too difficult for children and too childish for adults.



## Verdict

ANKI set a high bar with its original Drive, and Overdrive improves on that, taking top place in our test here. For those wanting a more traditional set, Carrera's Evolution is a great choice, while Scalextric's ARC One finishes in third place.

1. Anki Overdrive
2. Carrera Evolution LaFerrari
3. Scalextric ARC One



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Customer Deposit	£9,125.00
Monthly Payments	£299.00
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Final Payment (GFV)	£11,950.00
Total Amount of Credit	£19,875.00
Total Amount Payable	£31,839.00
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1. The Alternatives PCP finance plan shown above is only available to customers aged 18 and over, subject to status only through **Shogun Finance Ltd T/A Finance Mitsubishi, 116 Cockfosters Rd, Barnet, EN4 0DY**. Finance Mitsubishi is part of Lloyds Banking Group. Alternatives figures are based upon an annual mileage of 10,000, excess mileage will be chargeable. The Guaranteed Future Value (GFV) is subject to the vehicle being returned on time, in good condition (fair wear and tear accepted), within the permitted maximum mileage and all the required payments having been made. Final payments (GFV) and monthly repayments may vary dependent upon date of registration and mileage, examples are a guide. Full written quotations are available upon request. Offer is only applicable in the UK (excludes Channel Isles & I.O.M) and may be withdrawn at any time. Offer available at participating dealers between 29th September to 29th December 2015. 2. Official EU MPG test figure shown as a guide for comparative purposes and may not reflect real driving results. 3. Congestion Charge application required, subject to administrative fee. 4. 32 mile EV range achieved with full battery charge. 510 miles achieved with combined full battery and petrol tank. Actual range will vary depending on driving style and road conditions. 5. CO<sub>2</sub> Emissions: 44 g/km.





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## Citroen C1 Mk2

**YOU TELL US...** City car is great value, but quality could be better

**96<sup>th</sup>  
PLACE**

### 2015 Results C1 Factfile

**Years:** 2014 to present **CO<sub>2</sub>:** 95g/km

**Fuel economy:** 68.9mpg (1.0 VTI)

**Best features:** Head-up display, LED daylight running lights, MP3 port

**Prices:** From £4,795

**OVERALL SCORE**  
**87.66%**

Bars show where model finished out of 200 cars in our 2015 survey. The lower the rating the better

	200	150	100	50	1
RELIABILITY					
BUILD QUALITY					
RUNNING COSTS					
PERFORMANCE					
ROAD HANDLING					
RIDE QUALITY					
EASE OF DRIVING					
SEAT COMFORT					
PRACTICALITY					
IN-CAR TECH					

#### GOOD

"THE ultimate city car: I've never found parking so easy in my life."

"I own the 1.2-litre petrol, and it's more powerful than my previous C1 and gets better fuel economy, too."

"A very nippy car to drive. Really fun, too."

"It's surprisingly roomy inside. I can fit a few bags and the evening groceries."

"The zero-cost road tax speaks for itself."

"My C1 feels very robust for such a small car."

"It's one of the cheapest cars to insure."

#### NOT SO GOOD

"THE gearbox takes some getting used to, and the car has a tendency to jump when going from first to second."

"I've had issues starting my C1 on cold mornings."

"The windscreen wipers aren't very good at clearing the passenger side."

"The interior and dashboard lighting is very dim."

"It's noisy to drive on the motorway."

"The C1 feels slow and unwieldy on hills."

"I had issues with the ABS system sending error codes to the ECU."



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## Martin Saarinen

**Got any car queries?**

[Martin\\_Saarinen@dennis.co.uk](mailto:Martin_Saarinen@dennis.co.uk)  
@AE\_Consumer

### Q Wrong wheel on my TT

MY wife bought a used Audi TT three months ago. We've since noticed one of the wheels is from an A3, which was affecting the handling in the wet. Should the garage rectify this?

**Bob Leitch, E-mail**

**A** *THIS should have been identified in the pre-sale inspection, and you should pursue the garage to retro-fit the correct wheel free of charge. The vehicle was not fit for purpose under the Sale of Goods Act – replaced by the Consumer Rights Act on 1 October.*

### Q Will scandal affect tax?

I WANT to know what will happen if the CO<sub>2</sub> output from the VW Group cars affected by the emissions scandal increases after the recall. Will I have to pay a higher tax rate?

**Graham Smith, E-mail**

**A** *THE emissions scandal initially surrounded nitrogen oxide (NOx) emissions, but now includes CO<sub>2</sub>. However, the Government has confirmed that existing owners will not have to pay Vehicle Excise Duty at a different rate even if their vehicle is affected.*

### Q Peugeot 108 hard to drive

I RECENTLY bought a new 1.0-litre Peugeot 108, and am finding it difficult to drive smoothly in slow-moving traffic. Why is this, and have other owners experienced it?

**Robin Sankey, E-mail**

**A** *THE clutch on the 108 is notoriously late to clamp; it only bites at the end of its travel. This, combined with the engine's low torque, results in the jumpy ride at crawling speeds. Other owners have complained of this, too, and it requires you to adapt your driving.*

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## NEED TO KNOW

The factory-fit sat-nav isn't especially user-friendly or effective, so don't pay over the odds for a car fitted with it.

## NEED TO KNOW

Know what you're buying: eD4 is front-driven, manual only; SD4 is 4WD, auto only; TD4 is 4WD and manual or auto.

# BUYER'S GUIDE: Land Rover Freelander 2

**FROM £5,000** Buy with your eyes open, and capable SUV is decent value

**AE** Richard Dredge

IF you're worried about coping with ice and snow this winter, you might be considering upgrading to a compact SUV. And what better than one of our favourite cars in this class: the Land Rover Freelander 2?

This model has scooped class honours at our New Car Awards no fewer than three times thanks to its mix of quality, decent dynamics and solidity, not to mention its amazing go-anywhere ability. The high price new and strong image mean the Freelander is no used bargain, but if you're after an SUV that's got plenty of substance to back up the style, it could be perfect.

## History

THE Freelander 2 debuted in September 2006, solely in five-door four-wheel-drive form. Buyers initially had a choice of 3.2-litre i6 petrol auto or 158bhp 2.2-litre TD4 diesel manual models; by April 2007, these had been joined by a TD4 auto.

The top-spec HST arrived in February 2008, and in April 2009 the i6 was axed and the

TD4\_e launched with stop/start to cut CO<sub>2</sub> emissions from 194g/km to 179g/km.

A revised Freelander 2 in September 2010 introduced design changes inside and out, plus new two-wheel-drive eD4 and auto-only 188bhp SD4 models. Manual TD4s also got standard stop/start.

Another facelift exactly two years later brought further styling revisions, new trims (Dynamic and HSE Lux), voice control and a seven-inch touchscreen multimedia system. The Freelander was replaced in 2014 by the new Land Rover Discovery Sport.

## Which one?

PETROL Freelanders are far cheaper to buy than diesels, but fuel and road tax costs will be much higher – unless you convert to LPG – and selling one on can be tricky. There's a fairly even split between manuals and autos; the latter are thirstier and emit much more CO<sub>2</sub>, but the transmission is pleasant to use and is well suited to the Land Rover.

The trim hierarchy runs S, GS, XS, SE, HSE and HST, with all cars featuring alloy

wheels, electrically adjustable and heated mirrors, electric windows all-round, ESP and climate control. GS adds rear parking sensors, XS features electrically adjustable front seats and cruise control, SE has sat-nav, while HSE brings leather trim.

## Alternatives

THE Nissan X-Trail, Toyota RAV4 and Honda CR-V all score on reliability, and offer lots of kit and practicality. The Nissan and Toyota are surprisingly capable off-road, while the Honda's part-time 4WD boosts economy.

Mazda's CX-7 is a good car, but wasn't on sale for long, so it's rare. The Volvo XC60 is stylish, safe and good to drive, while the BMW X3 has a strong image, is solidly built and dynamically good, but costly.

Another very desirable and capable alternative is the Audi Q5. Like most

Freelander rivals, it's road-biased, and while it's a wonderfully accomplished SUV, asking prices are steep as it's highly sought after.

## Verdict

THE Freelander proved it was something special when it scooped Best Compact SUV for the third time in a row at our 2010 New Car Awards. "Premium looks, refined driving dynamics and unbeatable off-road credentials have all helped the Land Rover maintain its grip on the top spot," we said at the time. "If you're looking for the best compact 4x4 by far, then your search ends right here."

In some ways, the Freelander 2 is now even more desirable as depreciation has taken its toll and it's fairly cheap used. The car is also still capable, but fuel bills can be hard to swallow and reliability remains an issue, so choose carefully.

**"It's scooped class honours at New Car Awards three times, due to its dynamics and go-anywhere ability"**





## NEED TO KNOW

Differentials can leak oil, leading to rapid wear and high replacement costs, so check under the car for lubricant.

Thanks to Imperial Car Supermarkets, Hants, for the loan of the Freelander pictured.

Contact 023 8098 6917

[imperialcarsupermarkets.co.uk](http://imperialcarsupermarkets.co.uk)

### Fuel gauge

FUEL gauges can be inaccurate, sometimes sticking at the quarter mark even though the car is running on fumes, leading to drivers being stranded.



Tom Wood

### Radio

EVEN when the key is removed, the radio can stay on, flattening the battery. A software update cures this; a clock in the display shows it's been done.



### Electrics

OTHER electrical glitches tend to centre on temperamental air-con systems and faulty liquid crystal displays, so check these are all working properly.



### Clutch

GEARBOXES and clutches can be weak, so listen for rumbling or whining when cruising, feel for clutch slip when accelerating and check for jumping out of gear.



### Running costs

37-45mpg (2.2 TD4)  
£75 fill-up



### CO<sub>2</sub>/tax

165-194g/km  
£180-£265



## How much?

	64 2014	62 2012	60 2011	09 2009	06 2006
Model					
3.2 HSE	N/A	N/A	N/A	£13,150	£8,975
2.2 eD4 XS	£22,750	£18,395	£14,350	N/A	N/A
2.2 TD4 S	£19,500	£14,350	£11,950	£10,295	£6,495
2.2 TD4 XS	£23,500	£18,795	£15,995	£12,450	£7,750
2.2 TD4 HSE	£26,250	£20,995	£17,195	£13,350	£8,395
2.2 TD4 GS	£22,785	£18,395	£14,950	N/A	N/A
2.2 SD4 HSE	£27,995	£22,500	£18,795	N/A	N/A

AN early Freelander 2 with a minimum of 150,000 miles is yours for £5,000, but you'll have to spend at least £7,500 to get a low-spec model with a five-figure mileage.

A 75,000-mile 59-reg HSE is worth £12,000; SD4s start at £13,500, with eD4s from £12,500, but they're rare. For £20,000, a 45,000-mile 11-plate TD4 HSE auto is yours.

Petrol Freelander 2s are incredibly rare, but for £9,000 you can buy a 50,000-mile 2007 HSE. An equivalent TD4 is £12k, so it makes sense to buy one and convert it to LPG.

## Running costs

		Fuel economy	CO <sub>2</sub> emissions	Annual road tax
Model				
3.2	23-25	25mpg	265g/km	£505
2.2 eD4	20-24	47mpg	158g/km	£180
2.2 TD4	19-27	37-45mpg	165-194g/km	£180-£265
2.2 TD4_e	19-22	41mpg	179g/km	£225
2.2 TD4 auto	19-27	33-40mpg	185-224g/km	£225-£290
2.2 SD4 auto	23-30	40mpg	185g/km	£225

ALL Freelander 2s need a service every 15,000 miles or 12 months. Checks alternate between minor (£295) and major (£445), with prices falling to £275 and £350 once a car is three years old. While the petrol engine is chain-driven, the diesel's cambelt has to be replaced every 10 years/150,000 miles – although we'd halve these times.

Fresh brake fluid is required every three years (£55), while the coolant, gearbox and differential oil, plus the auxiliary drive belt, need replacing every 150,000 miles or 10 years. So if a potential buy is nearing 10 years old or 150,000 miles and it needs a service, expect a big bill.

## Partwatch

	Dealer price	Independent price
Part		
Front brake pads (axle set)	£87.12	£37.70
Front brake discs (pair)	£215.53	£69.48
Door mirror glass (electric)	£58.25	£21.90
Front wiper set	£48.02	£31.14

Prices for a 2012 Freelander 2 2.2 TD4. Dealer figures supplied by Sturgess of Leicester ([www.sturgessgroup.co.uk](http://www.sturgessgroup.co.uk)). Independent prices from Euro Car Parts ([www.eurocarparts.com](http://www.eurocarparts.com)).

## Recalls

THE Freelander 2 has been recalled three times. The first came in April 2008 as the sunroof guide rail could fail on models built between November 2006 and January 2008.

Cars made from February 2007 to May 2008 were called back in October 2008 as the supplementary cabin heater could short circuit, causing the battery to go flat or melt, or vital components to overheat or even start a fire.

The most recent recall came in August 2013; fuel leaks could hit models from January 2012 to September 2013.

# ander 2



[www.autoexpress.co.uk/driverpower](http://www.autoexpress.co.uk/driverpower)

### OUR VIEW

OWNERS who responded to our Driver Power 2015 satisfaction survey ranked the Freelander in 18th place for ride quality. Other strong ratings included 52nd for ease of driving, 54th for build quality and 57th for seat comfort. But scores of 193rd for running costs, 159th for reliability and 155th for handling dragged the car down to 131st overall.

### YOUR VIEW

STEPHEN Dodds from Leicester owns a 2008 Freelander 2. "It's comfortable, refined, well equipped and great to drive," he told us. "It's also a capable tow car and in the winter it's provided peace of mind. But it's proven expensive to run because of the high fuel costs and several reliability issues."



### Interior

WHILE the cabin materials have a high-quality feel, the Freelander is let down by its uninspiring design. There's lots of cubby space and the seats are comfortable, plus the boot capacity is generous. Even with the rear seats in place, you get 755 litres; this grows to 1,670 litres with them folded.

### Contacts

Official

[www.landrover.co.uk](http://www.landrover.co.uk)

Forums

[www.freelanderclub.co.uk](http://www.freelanderclub.co.uk)

[www.landyzone.co.uk](http://www.landyzone.co.uk)

<http://landroverforums.com>

[www.landrovernet.com](http://www.landrovernet.com)



# TOP FIVE Most economical cars

**Best buys** Superminis and small family cars grab headlines with their efficiency, but which are our favourites?

## Peugeot 208 1.6 BlueHDi

Years: 2015 to date Best engine: 1.6-litre 4cyl, 75bhp  
Insurance group: 15 Economy/CO<sub>2</sub>: 94.1mpg/79g/km

**WHY?** When Peugeot carried out a minor facelift on the 208 earlier this year, it was easy to think not much had changed. But beyond the lightly tweaked bumpers and lights, the company had created the most fuel-efficient non-hybrid car in mass production in Europe. The 1.6-litre BlueHDi version of the supermini claims an amazing 94mpg, as well as CO<sub>2</sub> emissions of just 79g/km – the only way you'll get a better set of figures is with a petrol/electric model. And while the 208 isn't quite a match for the class best – it's not as much fun to drive as Ford Fiesta, with a rather notchy manual gearbox and an overly firm ride – it's still a stylish way of getting about.

**From £14,845 (new)**

**1<sup>st</sup>  
NEW  
ENTRY**



**2<sup>nd</sup>  
FALLER**

## Peugeot 308 1.6 BlueHDi

Years: 2013 to date Best engine: 1.6-litre 4cyl, 118bhp  
Insurance group: 22 Economy/CO<sub>2</sub>: 91.4mpg/82g/km

**WHY?** Under the bonnet of Peugeot's fuel-sipping 308 is a similar 1.6-litre diesel to the one in the 208 BlueHDi. And although it delivers a fair chunk more power, it's by far the most efficient car in the family class, with 91.1mpg economy and emissions of 82g/km. It's also good to drive, comfortable, offers a big boot and an upmarket cabin, although the rear could be roomier.

**From £19,745 (new)**

## Vauxhall Corsa 1.3 CDTi

Years: 2014 to date Best engine: 1.3-litre 4cyl, 94bhp  
Insurance group: 9 Economy/CO<sub>2</sub>: 88.3mpg/85g/km

**WHY?** Don't be put off by the fact that the 'new' Corsa is so similar to the old one under the skin; as an all-rounder, it's now right up there with the best cars in its class. And the 1.3 CDTi ecoFLEX is one of the most economical superminis on sale, claiming 88.3mpg and emissions of 85g/km. The car also has a spacious cabin, comfortable ride and represents superb value for money.

**From £13,650 (new)**

**3<sup>rd</sup>  
NON  
MOVER**



**4<sup>th</sup>  
FALLER**

## Volkswagen Golf BlueMotion

Years: 2013 to date Best engine: 1.6-litre 4cyl, 109bhp  
Insurance group: 12 Economy/CO<sub>2</sub>: 88.3mpg/85g/km

**WHY?** Although Volkswagen has been tainted by the emissions scandal, its latest Euro 6 diesels are unaffected as they use different tech. The Golf is a capable all-rounder, and the BlueMotion is ultra-efficient due to mechanical and styling tweaks. It matches the Corsa's 88.3mpg and 85g/km, despite being heavier. You also get a roomy, class-leading cabin and top-notch driving dynamics.

**From £21,015 (new)**

**5<sup>th</sup>  
FALLER**

## Kia Rio 1.1 CRDI

Years: 2015 to date Best engine: 1.1-litre 3cyl, 69bhp  
Insurance group: 2 Economy/CO<sub>2</sub>: 86mpg/86g/km

**WHY?** Sneaking in at number five is the entry-level Rio diesel. Even after this year's facelift, it's not as stylish or fun to drive as the best superminis, but the dependable Kia offers lots of space and a seven-year, 100,000-mile warranty. Plus, figures of 88.3mpg and 86g/km make up for the lack of pace. The only downside is that you have to go for entry-level '1' spec, which is short on kit.

**From £12,245 (new)**



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## The talk of the town

Which of these style-led city cars makes more sense to second-hand buyers?

Fun looks continue inside the 500, but quality disappoints



### Fiat 500

70.6mpg (official)  
£38 fill-up



### 500 TwinAir Lounge

Years: 2010 to date Engine: 0.9-litre 2cyl, 85bhp

Insurance group: 10 Econ/CO<sub>2</sub>: 71mpg/92g/km

Why? Retro 500 is the ultimate fashion accessory, with a funky cabin, but it's also good fun to drive.

**Prices from: £4,995**

IT'S recently been updated, but the Fiat 500 is essentially the same model that was launched back in 2007. And it's still one of the most desirable small cars on the road thanks to styling that harks back to the fifties original.

In terms of image, the 500 has the measure of the Adam, while the interior is fun. It's just a pity it's not as well built as the Vauxhall's, with some flimsy trim and scratchy materials, plus an awkward driving position. Still, rear seat space is similar, and the boot is 15 litres bigger.

Dominating the 500 driving experience is the characterful TwinAir engine. While it isn't particularly refined, it's torquey and makes a great noise. You'll struggle to get over 40mpg in the real world, however. The ride is better than the firm Adam's, plus light steering and agile handling make it fun in town. Neither car is that refined on the motorway, though.

The 500 finished in 87th place in our Driver Power 2015 satisfaction survey, but 101st for reliability and 156th for seat comfort aren't great.



**Rear seat space is tight, plus boot has 15 litres more room and 500's ride is smoother**

### 1 Fiat 500 ★★★★★

THE 500 isn't perfect, but it has an undeniable charm and a sense of fun that its rival here can't match. While the cabin is a little flimsy, the TwinAir engine is more fun and a bit more frugal.



Adam offers lots of customisation, and gets plenty of kit



### Vauxhall Adam

55.4mpg (official)  
£41 fill-up



**Again, passengers will find the back seats cramped, but Adam trails on high-speed refinement**

### 2 Vauxhall Adam ★★★★★

IT'S by no means outclassed here, and the Vauxhall has the edge in terms of cabin quality. It's quite uninspiring to drive, though, as the ride is too firm and the engines are poor.

### Adam Glam 1.4 VVT

Years: 2013 to date Engine: 1.4-litre 4cyl, 84bhp

Insurance group: 6 Econ/CO<sub>2</sub>: 55mpg/119g/km

Why? Tiny Vauxhall gets smart looks, an upmarket cabin and plenty of standard equipment.

**Prices from: £7,250**

VAUXHALL aimed squarely at the Fiat 500 when it launched the Adam in 2013. Instead of going for retro appeal, the brand tried to give the car a modern, urban style, which works well enough.

While that has produced a look that's less special than the 500's, inside the Adam is on top. The cabin is far ahead in terms of material quality and ergonomics. Adults won't find either of these cars especially accommodating in the back, however, and the Vauxhall's boot is smaller by a fraction.

On the road, the car is a mixed bag. It starts off well with lots of grip and good body control, but unless you opt for small wheels the ride is too firm around town, while on motorways there's lots of road noise. The 1.4-litre engine lacks any urgency, sounds strained and isn't very efficient.

The Adam finished just behind the 500 in Driver Power 2015, in 90th place. But owners weren't especially impressed with its performance, practicality or reliability.





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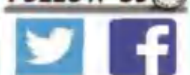
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## HOW OUR GUIDE WORKS

**PERFORMANCE:** This is the manufacturer's claimed acceleration time for a car, and is measured from 0-60mph or 0-62mph (0-100kph), in seconds.

**ECONOMY AND EMISSIONS:** The combined cycle economy and emissions figures in miles per gallon and grams per kilometre of CO<sub>2</sub>. Figures are recorded in regulated tests, but may not be representative of actual efficiency in everyday driving.

**INSURANCE:** Group rating as quoted by the Association of British Insurers.

**WARRANTY:** By each manufacturer's name is the basic warranty period in months for mechanicals, corrosion and paintwork.

**LIST PRICE:** This is the on-the-road figure and includes VAT, delivery to dealer, 12 months' road tax, number plates and the first registration fee. Electric cars include the Government's Plug-in Car Grant.

**WILL IT FIT?** Is your garage big enough? Our measurements show the length and width of each model, but remember estate and performance variants may be bigger.

**DRIVER POWER POSITION:** Auto Express's survey canvasses results from tens of thousands of motorists. Models are rated by drivers, then ranked against others on sale in the UK from one to 100. The lower the number, the higher the score.

**ECO BANDS:** New cars fall into 13 CO<sub>2</sub> bands from A-M. Our guide shows which eco bracket each vehicle is in and how much road tax you pay in the first year and each subsequent year. However, we advise you to double check a specific model's rating.

**BAND A:** Up to 100g/km CO<sub>2</sub> (small tax example)  
**BAND B:** 101-110g/km CO<sub>2</sub> (small tax example)  
**BAND C:** 111-120g/km CO<sub>2</sub> (small tax example)  
**BAND D:** 121-130g/km CO<sub>2</sub> (small tax example)  
**BAND E:** 131-140g/km CO<sub>2</sub> (small tax example)  
**BAND F:** 141-150g/km CO<sub>2</sub> (small tax example)

**BAND G:** 151-160g/km CO<sub>2</sub> (small tax example)  
**BAND H:** 161-170g/km CO<sub>2</sub> (small tax example)  
**BAND I:** 171-180g/km CO<sub>2</sub> (small tax example)  
**BAND J:** 181-190g/km CO<sub>2</sub> (small tax example)  
**BAND K:** 191-200g/km CO<sub>2</sub> (small tax example)  
**BAND L:** 201-210g/km CO<sub>2</sub> (small tax example)  
**BAND M:** 211-220g/km CO<sub>2</sub> (small tax example)

**EURO NCAP RATING:** At the start of each model range is the official Euro NCAP crash test safety rating (if available). The maximum score for a vehicle is five.

**CONTACT DETAILS:** We've listed the manufacturer's website and brochure hot-line, and also show how many franchised UK dealers there are for each marque.

	MPG	0-62mph	CO <sub>2</sub>	Insurance group	List price
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### ABARTH

www.abarth.co.uk / Brochure: 0800 333 8400 / Dealers: 25  
 Warranty: 3 years/unlimited miles

**595 - 365x1617mm, EURO-NCAP N/A**  
**DRIVER POWER POS: 67th**

1.4 J16 (140) 595 Custom	F	43.5	7.9	150	26	£14,610
1.4 J16 (140) 595 Turbo	F	47.1	7.5	130	26	£15,150
1.4 J16 (140) 595 Turismo	F	43.5	7.4	155	26	£14,800
1.4 TB (180) 595 Complesse	F	47.1	8.8	139	34	£19,850
1.4 J16 (180) 695 Biposto	F	43.5	5.8	155	27	£30,950

595C: add £1100; auto: add £1300 (not Turbo/Complesse)

### ALFA ROMEO

www.alfaromeo.co.uk / Brochure: 0800 2532 0000 / Dealers: 46  
 Warranty: 3 years/unlimited miles

**1616 - 406x1720mm, EURO-NCAP N/A**  
**DRIVER POWER POS: 159th**

1.3 J16m-2 (85) Progressione	A	80.7	12.9	90	11	£14,405
1.3 J16m-2 (85) Junior	A	80.7	12.9	90	11	£13,595
1.3 J16m-2 (85) Distinctive	A	80.7	12.9	90	11	£16,745
1.6 J16m-2 (120) Distinctive	C	55.7	9.9	112	19	£17,910
0.9T TwinAir (105) Progressione	A	67.2	11.4	99	13	£13,860
0.9T TwinAir (105) Junior	A	67.2	11.4	99	13	£13,460
0.9T TwinAir (105) Distinctive	A	67.2	11.4	99	13	£16,160
1.4 TB MultiAir (78) Progressione	A	52.4	13.0	130	9	£12,780
1.4 TB MultiAir (140) TCT DYNAMIC	A	52.3	8.1	124	22	£17,710
1.4 TB MultiAir (170) TCT DYNAMIC	A	52.3	7.3	124	22	£20,990

QV Line: add £750 to Distinctive (not 1.3 J16m-2)

**Giulia - 435x1730mm, EURO-NCAP N/A**  
**DRIVER POWER POS: 69th**

1.6 J16m-2 (105) Business	B	70.6	11.3	104	18	£19,990
1.6 J16m-2 (105) Progressione	B	70.6	11.3	104	18	£19,590
1.6 J16m-2 (105) Distinctive	B	70.6	11.3	104	18	£20,750
2.0 J16m-2 (150) Business	B	67.3	8.8	110	23	£20,980
2.0 J16m-2 (150) Distinctive	B	67.3	8.8	110	23	£22,150
1.4 TB (120) Progressione	F	44.1	9.4	148	17	£19,850
1.4 TB (120) Distinctive	F	44.1	8.4	148	16	£19,750
1.4 TB MultiAir (150) Sport	F	48.6	8.2	111	20	£20,760
1.4 TB MultiAir (170) TCT Business	C	55.4	7.6	119	23	£20,990
1.4 TB MultiAir (170) Distinctive	C	48.6	7.8	131	23	£22,120
1.75T (140) TCT TCT DYNAMIC	A	40.4	4.0	162	25	£28,830

Excludes: add £1750 to Distinctive, QV Line: add £2500 to Distinctive, auto: add £2100 to 2.0 J16m-2, £2295 to 1.4 TB (170)

**4C - 398x1295mm, EURO-NCAP N/A**  
**DRIVER POWER POS: 1st**

1.2T TCT 4C	G	41.5	4.5	157	N/A	£31,500
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4C Spider: add £8000

### ALPINA

www.alpinacars.co.uk / Brochure: 0115 934 1414 / Dealers: 18  
 Warranty: 2 years/unlimited miles

**D3 - 4526x1811mm, EURO-NCAP N/A**  
**DRIVER POWER POS: N/A**

3.0 auto D3 Bi-Turbo 4dr	E	53.3	4.6	139	50	£48,850
3.0 auto D3 Bi-Turbo Touring	F	52.3	4.6	142	50	£49,950

**B3 - 4626x1811mm, EURO-NCAP N/A**  
**DRIVER POWER POS: N/A**

3.0 auto B3 Bi-Turbo 4dr	I	37.2	4.2	177	49	£54,950
3.0 auto B3 Bi-Turbo Touring	I	36.7	4.3	179	49	£55,950

**D5 - 4913x1860mm, EURO-NCAP N/A**  
**DRIVER POWER POS: N/A**

3.0 auto D5 Bi-Turbo 4dr	E	47.8	5.1	155	47	£39,950
3.0 auto D5 Bi-Turbo Touring	E	45.8	5.3	163	47	£39,950

**B5 - 4905x1813x1860mm, EURO-NCAP N/A**  
**DRIVER POWER POS: N/A**

4.4 V8 auto B5 Bi-Turbo 4dr	L	28.9	4.5	244	N/A	£75,150
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**B7 - 5012x1903mm, EURO-NCAP N/A**  
**DRIVER POWER POS: N/A**

4.4 V8 auto B7 Bi-Turbo 4dr	L	28.5	4.6	239	N/A	£98,800
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	MPG	0-62mph	CO <sub>2</sub>	Insurance group	List price
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**1.4TFSI (150) SE 3dr** **60.1** **8.3** **109** **16** **£21,015**

**1.6 TDI (110) SE 3dr** **63.1** **10.5** **80** **18** **£21,115**

**2.0 TDI (150) SE 3dr** **68.9** **8.6** **106** **21** **£22,665**

**1.6 TDI (110) Sport New 3dr** **64.3** **10.7** **88** **15** **£22,515**

**2.0 TDI (150) Sport New 3dr** **68.9** **8.6** **106** **21** **£23,865**

**2.0 TDI (180) Sport New 3dr** **68.9** **7.3** **108** **27** **£25,135**

**2.0 TDI (200) quattro S3 3dr** **60.4** **5.2** **162** **36** **£32,330**

**2.5 TFSI (207) quattro RS3 S3 3dr** **34.8** **4.3** **189** **40** **£40,795**

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	MPG	0-62mph	CO <sub>2</sub>	Insurance group	List price
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**2.0 TDI (200) quattro S3 3dr** **60.4** **5.2** **162** **36** **£32,330**







	MPG	CO <sub>2</sub>	Insurance group	Price
3.0 auto 540d SE	F 52.3	5.8	148	£22,295
4.4 V8 auto 650 Sport	C 32.1	4.8	206	£29,790
4.4 V8 DCT M6	L 28.5	4.2	231	£32,330

Convertible add £4,700-£3,800. Gran Coupe: same price as Coupe, M Sport add £3,600 to SE, add £3,600 to Sport

18-4800x1942mm, EURO-NCAP N/A  
DRIVER POWER POS: N/A

1.5 TTT eDrive auto R A 113.0 4.4 59 50 £30,940

## CATERHAM

www.caterhamcars.com / Brochure: 01853 333700 / Dealers: 2  
Warranty: 1 year

Seven - 2100x1300x1270 1515mm, EURO-NCAP N/A  
DRIVER POWER POS: N/A

0.6T 160	C 57.6	8.5	114	N/A	£18,995
1.4 270	N/A	5.0	N/A	N/A	£22,995
2.0 390	N/A	8.8	N/A	N/A	£23,995
2.0 420	N/A	8.8	N/A	N/A	£23,995
2.0 570 620	N/A	2.8	N/A	N/A	£49,995

5 Pack: add £2,995, 8 Pack: add £3,995, SV chassis add £2,500, Dry Ice: £3,000 less than factory build

## CHEVROLET

www.chevrolet.co.uk / Brochure: 0800 566 222 / Dealers: 1  
Warranty: 5 years/100,000 miles

Corvette - 455x1877mm, EURO-NCAP N/A  
DRIVER POWER POS: N/A

6.2 V8 Stingray Coupe	M 23.5	3.8	278	50	£38,910
6.2 V8 Stingray Convertible	M 23.1	3.8	283	50	£34,410

## CITROEN

www.citroen.co.uk / Brochure: 0800 025 4000 / Dealers: 196  
Warranty: 3 years/60,000 miles

C-Zero - 3475x1475mm, EURO-NCAP N/A  
DRIVER POWER POS: N/A

54hp auto C-Zero	A	N/A	15.9	0	28	£18,995
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## CITROEN

www.citroen.co.uk / Brochure: 0800 025 4000 / Dealers: 196  
Warranty: 3 years/60,000 miles

C-Zero - 3475x1475mm, EURO-NCAP N/A  
DRIVER POWER POS: N/A

1.6 VTI (88) Touch 3dr	A	58.5	14.3	95	6	£18,345
1.6 VTI (88) Feel 3dr	A	58.5	14.3	95	6	£18,345
1.6 VTI (88) S&S Plus 3dr	A	74.3	14.3	98	7	£18,345
1.2 PureTech (82) Feel 3dr	A	55.7	11.8	99	11	£16,635
1.0 VTI (88) ETE Plus 3dr	A	67.3	14.8	97	7	£17,185

3dr: add £1,400 to Feel/ET Plus 3dr; Airpacer add £1,000 to 3dr models

## CITROEN

www.citroen.co.uk / Brochure: 0800 025 4000 / Dealers: 196  
Warranty: 3 years/60,000 miles

C-Zero - 3475x1475mm, EURO-NCAP N/A  
DRIVER POWER POS: N/A

1.6 PureTech (88) VTI	B	64.2	14.2	102	6	£11,075
1.6 PureTech (88) VTR	B	62.8	14.2	104	9	£12,485
1.6 PureTech (82) VTR	B	61.4	14.2	107	12	£13,515
1.2 PureTech (82) Selection	B	61.4	14.2	107	12	£13,515
1.2 PureTech (110) S&S Exclusive	B	62.8	16.6	104	18	£16,440
1.6 BlueHDi (75) VT	A	60.7	11.3	90	16	£13,425
1.6 BlueHDi (75) VTR	A	60.7	11.3	90	16	£13,425
1.6 BlueHDi (75) Selection	A	60.7	11.3	90	16	£13,425
1.6 BlueHDi (75) Exclusive	A	60.7	11.3	90	16	£13,425

ETG auto: add £520 to 1.2 PureTech (82) VTR

## CITROEN

www.citroen.co.uk / Brochure: 0800 025 4000 / Dealers: 196  
Warranty: 3 years/60,000 miles

C-Zero - 3475x1475mm, EURO-NCAP N/A  
DRIVER POWER POS: N/A

1.2 PureTech (110) Touch	B	60.1	16.9	110	16	£14,645
1.6 BlueHDi (100) Touch	A	76.5	11.5	95	20	£17,435
1.6 BlueHDi (100) S&S Plus	A	85.6	11.5	95	20	£17,435
1.2 PureTech (110) S&S Plus	A	58.8	16.8	110	19	£18,190
1.6 BlueHDi (120) Plus	A	78.5	10.6	95	25	£19,145
2.0 BlueHDi (150) Plus	A	74.3	8.8	98	29	£20,645

## CITROEN

www.citroen.co.uk / Brochure: 0800 025 4000 / Dealers: 196  
Warranty: 3 years/60,000 miles

C-Zero - 3475x1475mm, EURO-NCAP N/A  
DRIVER POWER POS: N/A

1.2 PureTech (75) Touch	B	61.4	12.9	105	9	£12,890
1.2 PureTech (82) Touch	B	61.4	12.9	105	9	£12,890
1.6 BlueHDi (100) Touch	A	85.1	10.7	87	18	£15,440
1.2 PureTech (82) Feel	B	61.4	12.9	105	9	£12,890
1.2 PureTech (82) S&S ETE Plus	B	65.7	15.0	98	7	£15,890
1.2 PureTech (110) S&S Plus	B	60.1	9.3	107	15	£15,890
1.6 BlueHDi (100) Feel	A	83.1	10.7	87	18	£15,890
1.6 e-HDi (52) ETE Plus	A	80.7	11.4	92	16	£15,890

Plus: add £1,400 to Feel

## CITROEN

www.citroen.co.uk / Brochure: 0800 025 4000 / Dealers: 196  
Warranty: 3 years/60,000 miles

C-Zero - 3475x1475mm, EURO-NCAP N/A  
DRIVER POWER POS: N/A

2.0 HDi (180) VTR Techno Pack	D	57.6	8.1	129	25	£24,150
2.0 HDi (180) Exclusive Techno	D	57.6	8.1	129	25	£25,750

Auto: add £2,415 to 2.0 HDi Exclusive; CS Tourer add £1,110

## CITROEN

www.citroen.co.uk / Brochure: 0800 025 4000 / Dealers: 196  
Warranty: 3 years/60,000 miles

C-Zero - 3475x1475mm, EURO-NCAP N/A  
DRIVER POWER POS: N/A

1.6 VTI (85) Touch	F	44.1	12.8	148	10	£13,995
1.6 BlueHDi (75) Feel	C	62.7	15.1	113	12	£15,440
1.6 BlueHDi (100) Feel	C	65.7	12.4	118	14	£16,940
1.6 BlueHDi (100) ETE Plus	B	67.3	14.3	109	14	£16,940
1.6 BlueHDi (100) XTR	B	65.7	12.4	113	15	£17,990
1.6 BlueHDi (120) ETE Plus	B	67.3	14.3	109	15	£18,440
1.6 BlueHDi (120) XTR	B	64.2	11.4	115	17	£18,440

Feel Edition: add £1,400 to Feel

## CITROEN

www.citroen.co.uk / Brochure: 0800 025 4000 / Dealers: 196  
Warranty: 3 years/60,000 miles

C-Zero - 3475x1475mm, EURO-NCAP N/A  
DRIVER POWER POS: N/A

1.2 PureTech (110) VTI	C	58.5	N/A	115	13	£19,440
1.2 PureTech (110) VTR	C	58.5	N/A	115	14	£19,535
1.2 PureTech (110) Selection	C	58.5	N/A	115	14	£19,535
1.6 BlueHDi (100) VTR	B	72.4	N/A	101	16	£16,630
1.6 BlueHDi (100) Selection	B	72.4	N/A	101	16	£17,170
1.6 BlueHDi (100) Exclusive	B	72.4	N/A	101	16	£17,720

## CITROEN

www.citroen.co.uk / Brochure: 0800 025 4000 / Dealers: 196  
Warranty: 3 years/60,000 miles

C-Zero - 3475x1475mm, EURO-NCAP N/A  
DRIVER POWER POS: N/A

1.6 BlueHDi (120) Elegance	B	70.6	12.7	104	25	£22,890
1.6 BlueHDi (120) Elegance	B	70.6	12.7	104	25	£22,890
2.0 BlueHDi (150) Elegance	B	68.5	10.6	105	29	£27,140
2.0 BlueHDi (150) Prestige	B	68.5	10.6	105	30	£29,640
2.0 BlueHDi (150) 1955 Edition	B	68.5	10.6	105	30	£29,640
2.0 BlueHDi (180) EAT8 Elegance	B	64.2	9.9	114	33	£29,640
2.0 BlueHDi (180) EAT8 Prestige	B	64.2	9.9	114	33	£32,140
2.0 HDi auto Hybrid4 (200) Elegance	B	72.4	9.3	103	28	£32,670
2.0 HDi auto Hybrid4 (200) Prestige	B	72.4	9.3	103	29	£34,670

1.2 PureTech (130) VTR	C	58.5	N/A	115	16	£18,270
1.6 BlueHDi (100) VTR	C	74.3	14.3	99	15	£18,270
1.2 PureTech (130) VTR	C	58.5	N/A	115	16	£18,270
1.6 BlueHDi (100) VTR	C	74.3	14.3	99	15	£18,270
1.6 BlueHDi (120) VTR	C	74.3	12.6	100	20	£20,795
1.6 BlueHDi (120) Exclusive	C	74.3	12.6	100	20	£22,295
1.6 THP (165) EAT8 Exclusive	C	62.4	8.4	130	21	£22,270
2.0 BlueHDi (150) Exclusive	B	67.3	9.8	102	24	£26,650

Auto: add £1,350 to 1.6 BlueHDi (120) and 2.0 BlueHDi (150); Exclusive: add £2,360 to Exclusive

## GRAND CA PISCIO

www.grandca.co.uk / Brochure: 01853 333700 / Dealers: 2  
Warranty: 1 year

Seven - 2100x1300x1270 1515mm, EURO-NCAP N/A  
DRIVER POWER POS: N/A

1.2 PureTech (130) VTR	C	58.5	N/A	115	16	£18,270
1.6 BlueHDi (100) VTR	C	74.3	14.3	99	15	£18,270
1.2 PureTech (130) VTR	C	58.5	N/A	115	16	£18,270
1.6 BlueHDi (100) VTR	C	74.3	14.3	99	15	£18,270
1.6 BlueHDi (120) VTR	C	74.3	12.6	100	20	£20,795
1.6 BlueHDi (120) Exclusive	C	74.3	12.6	100	20	£22,295
1.6 THP (165) EAT8 Exclusive	C	62.4	8.4	130	21	£22,270
2.0 BlueHDi (150) Exclusive	B	67.3	9.8	102	24	£26,650

Auto: add £1,350 to 1.6 BlueHDi (120) and 2.0 BlueHDi (150); Exclusive: add £2,360 to Exclusive

## GRAND CA PISCIO

www.grandca.co.uk / Brochure: 01853 333700 / Dealers: 2  
Warranty: 1 year

Seven - 2100x1300x1270 1515mm, EURO-NCAP N/A  
DRIVER POWER POS: N/A

1.2 PureTech (130) VTR	C	58.5	N/A	115	16	£18,270
1.6 BlueHDi (100) VTR	C	74.3	14.3	99	15	£18,270
1.2 PureTech (130) VTR	C	58.5	N/A	115	16	£18,270
1.6 BlueHDi (100) VTR	C	74.3	14.3	99	15	£18,270
1.6 BlueHDi (120) VTR	C	74.3	12.6	100	20	£20,795
1.6 BlueHDi (120) Exclusive	C	74.3	12.6	100	20	£22,295
1.6 THP (165) EAT8 Exclusive	C	62.4	8.4	130	21	£22,270
2.0 BlueHDi (150) Exclusive	B	67.3	9.8	102	24	£26,650

Auto: add £1,350 to 1.6 BlueHDi (120) and 2.0 BlueHDi (150); Exclusive: add £2,360 to Exclusive

## GRAND CA PISCIO

www.grandca.co.uk / Brochure: 01853 333700 / Dealers: 2  
Warranty: 1 year

Seven - 2100x1300x1270 1515mm, EURO-NCAP N/A  
DRIVER POWER POS: N/A

1.2 PureTech (130) VTR	C	58.5	N/A	115	16	£18,270
1.6 BlueHDi (100) VTR	C	74.3	14.3	99	15	£18,270
1.2 PureTech (130) VTR	C	58.5	N/A	115	16	£18,270
1.6 BlueHDi (100) VTR	C	74.3	14.3	99	15	£18,270
1.6 BlueHDi (120) VTR	C	74.3	12.6	100	20	£20,795
1.6 BlueHDi (120) Exclusive	C	74.3	12.6	100	20	£22,295
1.6 THP (165) EAT8 Exclusive	C	62.4	8.4	130	21	£22,270
2.0 BlueHDi (150) Exclusive	B	67.3	9.8	102	24	£26,650

Auto: add £1,350 to 1.6 BlueHDi (120) and 2.0 BlueHDi (150); Exclusive: add £2,360 to Exclusive

## GRAND CA PISCIO

www.grandca.co.uk / Brochure: 01853 333700 / Dealers: 2  
Warranty: 1 year

Seven - 2100x1300x1270 1515mm, EURO-NCAP N/A  
DRIVER POWER POS: N/A

1.2 PureTech (130) VTR	C	58.5	N/A	115	16	£18,270
1.6 BlueHDi (100) VTR	C	74.3	14.3	99	15	£18,270
1.2 PureTech (130) VTR	C	58.5	N/A	115	16	£18,270
1.6 BlueHDi (100) VTR	C	74.3	14.3	99	15	£18,270
1.6 BlueHDi (120) VTR	C	74.3	12.6	100	20	£20,795
1.6 BlueHDi (120) Exclusive	C	74.3	12.6	100	20	£22,295
1.6 THP (165) EAT8 Exclusive	C	62.4	8.4	130	21	£22,270
2.0 BlueHDi (150) Exclusive	B	67.3	9.8	102	24	£26,650

Auto: add £1,350 to 1.6 BlueHDi (120) and 2.0 BlueHDi (150); Exclusive: add £2,360 to Exclusive

## GRAND CA PISCIO

www.grandca.co.uk / Brochure: 01853 333700 / Dealers: 2  
Warranty: 1 year

Seven - 2100x1300x1270 1515mm, EURO-NCAP N/A  
DRIVER POWER POS: N/A

1.2 PureTech (130) VTR	C	58.5	N/A	115	16	£18,270
1.6 BlueHDi (100) VTR	C	74.3	14.3	99	15	£18,270
1.2 PureTech (130) VTR	C	58.5	N/A	115	16	£18,270



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**Eco** **MPG** **0-60mph** **CO<sub>2</sub>** **Insurance** **price**

1.5 TDCI (120) Titanium **B** 68.9 11.3 105 17 £21395  
2.0 TDCI (150) Titanium **B** 64.2 9.5 114 25 £22895  
Auto: add £1250 to diesel; Titanium X: add £2000 to 1.0 EcoBoost (125), 1.5 TDCI and 2.0 TDCI Titanium; Grant C-MAX: add £1600 (not 1.6 T-VCT)

**5-MAX - 4795x1916mm, EURO-NCAP ★★★★★**  
DRIVER POWER POS: N/A

1.5 EcoBoost (160) Zetec **F** 43.5 9.9 149 19 £24545  
2.0 TDCI (120) Zetec **D** 56.5 13.4 129 16 £25245  
2.0 TDCI (150) Zetec **D** 56.5 10.8 129 20 £25995  
1.5 EcoBoost (160) Titanium **F** 43.5 9.9 149 19 £26245  
2.0 TDCI (150) Titanium **D** 56.5 10.8 129 20 £27895  
2.0 TDCI (180) Titanium **D** 56.5 9.7 129 20 £28445  
2.0 EcoBoost (240) auto Titanium **I** 35.8 8.4 180 26 £31500  
2.0 TDCI (210) auto Titanium Sport **F** 51.4 8.9 144 27 £32260  
2.0 TDCI (180) auto 4WD Titanium Sport **F** 48.7 10.5 149 24 £32945  
Auto: add £1550 to 2.0 TDCI (150) and (180); 4WD: add £1500 to 2.0 TDCI (150); Titanium Sport: add £1490 to 2.0 TDCI (180) Titanium

**Galaxy - 4945x1916mm, EURO-NCAP ★★★★★**  
DRIVER POWER POS: N/A

1.5 EcoBoost (160) Zetec **F** 43.5 10.0 149 19 £26445  
2.0 TDCI (120) Zetec **D** 56.5 13.6 129 17 £27595  
2.0 TDCI (150) Zetec **D** 56.5 10.9 129 20 £28345  
1.5 EcoBoost (160) Titanium **F** 43.5 10.0 149 20 £28595  
2.0 TDCI (150) Titanium **D** 56.5 10.9 129 21 £29995  
2.0 TDCI (180) Titanium **D** 56.5 9.8 129 24 £30795  
2.0 EcoBoost (240) auto Titanium X **I** 50.0 8.6 180 26 £32305  
2.0 TDCI (210) auto Titanium X **F** 51.4 8.9 144 28 £36145  
Auto: add £1550 to 2.0 TDCI (not 120); 4WD: add £1550 to 2.0 TDCI (150) Titanium; add £1365 to 2.0 TDCI (180) auto Titanium X; Titanium X: add £3100 to Titanium (not 1.5 EcoBoost)

**EcoSport - 4235x1705mm, EURO-NCAP ★★★★★**  
DRIVER POWER POS: N/A

1.5 (112) Zetec **F** 44.8 13.3 149 9 £14245  
1.0T EcoBoost (125) Zetec **F** 52.3 12.7 125 11 £19145  
1.5 TDCI (85) Zetec **C** 64.2 N/A 115 N/A £15895  
1.5 (112) auto Titanium **F** 44.8 14.1 149 9 £17045  
Auto: add £1500 to 1.5 (112); Titanium: add £1300 to Zetec

**Ranger - 5255x1850mm, EURO-NCAP ★★★★★**  
DRIVER POWER POS: N/A

2.2 TDCI (125) Double Cab **J** 37.2 14.9 199 13 £22999  
2.2 TDCI (150) Double Cab XL **K** 36.2 12.3 206 11 £23646  
2.2 TDCI (150) Double Cab XLT **K** 36.2 12.3 206 11 £25449  
2.2 TDCI (150) Double Cab Limited **K** 36.2 12.3 206 12 £27749  
3.2 TDCI (205) Double Cab Limited **M** 29.1 10.3 256 12 £28949  
3.2 TDCI (205) Double Cab Wildtrak **M** 29.1 10.3 256 12 £30599  
Auto: add £1200 to 2.2 TDCI Limited and 3.2 TDCI Wildtrak; Limited 2: add £900 to Limited

**Kuga - 4524x1830mm, EURO-NCAP N/A**  
DRIVER POWER POS: 110th

1.5T (150) EcoBoost Zetec FWD **G** 42.8 9.7 154 20 £20995  
1.5T (182) EcoBoost Zetec AWD **I** 36.7 9.7 179 21 £25145  
2.0 TDCI (150) Zetec FWD **E** 53.0 10.6 139 20 £22895  
2.0 TDCI (150) Zetec AWD **G** 47.9 10.7 154 21 £24195  
2.0 TDCI (180) Titanium AWD **G** 47.9 10.7 154 21 £26345  
Auto: add £1485 to 2.0 TDCI AWD; Titanium: add £1650 to EcoBoost Zetec (not 2.0 TDCI (150) AWD); Titanium X: add £2750 to Titanium; Titanium X Sport: add £3700 to Titanium

**Mustang - 4764x1916mm, EURO-NCAP N/A**  
DRIVER POWER POS: N/A

2.3T EcoBoost Fastback **I** 35.3 5.8 179 21 £28995  
5.0 V8 GT Fastback **M** 20.9 4.8 299 21 £32995  
Auto: add £1500; Convertible: add £4000

## GREAT WALL

greatwallmotor.co.uk / Brochure: 08430 22712 / Dealers: 54  
Warranty: 6 years/125000 miles

**Steed - 5045x1800mm, EURO-NCAP N/A**  
DRIVER POWER POS: N/A

2.0 (138) S Double Cab **L** 32.8 17.0 222 7 £17998  
2.0 (138) SE Double Cab **L** 32.8 17.0 222 8 £20398  
2.0 (139) Tracker Double Cab **L** 32.8 17.0 222 8 £20398

## HONDA

www.honda.co.uk / Brochure: 0845 200 8000 / Dealers: 196  
Warranty: 3 years/100000 miles

**Jazz - 3995x1694mm, EURO-NCAP ★★★★★**  
DRIVER POWER POS: N/A

1.3 i-VTEC S **C** 56.5 11.2 116 13 £13495  
1.3 i-VTEC SE **C** 56.5 11.2 116 13 £14595  
1.3 i-VTEC EX **C** 55.4 11.2 120 13 £15715  
1.3 i-VTEC CVT EX Navl **C** 57.6 12.0 114 13 £16915  
Auto: add £1100

**Civic - 4302x1770mm, EURO-NCAP ★★★★★**  
DRIVER POWER POS: 41st

1.4 i-VTEC S **D** 52.3 13.4 129 8 £15975  
1.8 i-VTEC S **E** 48.7 9.1 137 15 £17635  
1.8 i-VTEC SE Plus **F** 46.3 9.1 145 15 £19465  
1.8 i-VTEC SR **F** 46.3 9.1 145 17 £21135  
1.8 i-VTEC Sport **F** 46.3 9.1 145 17 £19615  
1.6 i-VTEC S **A** 78.5 10.5 94 18 £18775  
1.6 i-VTEC SE Plus **A** 78.5 10.5 94 18 £20570  
1.6 i-VTEC Sport **A** 78.5 10.5 94 18 £20820  
1.6 i-VTEC SR **A** 78.5 10.5 94 18 £23140  
2.0T VTEC Type R **H** 38.7 5.7 170 33 £29995  
2.0T VTEC Type R GT **H** 38.7 5.7 170 33 £32295  
Auto: add £1400-£1415 to 1.8 i-VTEC SE Plus; add £1990 to S, EX Plus; add £1800 to 1.8 i-VTEC SR; £2000 to 1.6 i-VTEC SR; Civic Tourer: add £1000-£1350 (not 1.4, Type R)

**HR-V - 4254x1770mm, EURO-NCAP ★★★★★**  
DRIVER POWER POS: N/A

1.5 i-VTEC (130) S **D** 50.4 10.7 130 21 £17995  
1.5 i-VTEC (130) SE **D** 50.4 10.7 130 21 £19745  
1.5 i-VTEC (130) CVT EX **D** 52.3 11.2 125 22 £19745  
1.6 i-VTEC (120) S **B** 70.6 10.1 104 23 £19745  
1.6 i-VTEC (120) SE **B** 70.6 10.1 104 23 £21495  
Auto: add £970 to 1.5 i-VTEC (not S); EX: add £4350 to SE

**CR-V - 4570x1820mm, EURO-NCAP ★★★★★**  
DRIVER POWER POS: 21st

**Eco** **MPG** **0-60mph** **CO<sub>2</sub>** **Insurance** **price**

2.0 i-VTEC S 2WD **H** 39.2 10.0 168 24 £22340  
2.0 i-VTEC SE 4WD **H** 38.2 10.2 173 24 £25610  
2.0 i-VTEC EX 4WD **I** 37.2 10.2 177 25 £30435  
2.0 i-VTEC EX 4WD **I** 37.2 10.2 177 25 £30435  
1.6 i-VTEC (120) S 2WD **C** 64.2 11.2 115 24 £23400  
1.6 i-VTEC (120) SE 2WD **C** 62.8 11.2 119 25 £24605  
1.6 i-VTEC (140) SE 4WD **D** 57.7 9.8 129 24 £27570  
1.6 i-VTEC (140) SE 4WD **E** 55.6 9.8 133 24 £30635  
1.6 i-VTEC (140) EX 4WD **E** 55.4 9.9 133 25 £32470  
Auto: add £1500 to 2.0 i-VTEC; £1790 to 1.6 i-VTEC (140); SE: add £2170 to 1.6 i-VTEC (120) S

## HYUNDAI

www.hyundai.co.uk / Brochure: 0800 981981 / Dealers: 162  
Warranty: 5 years/unlimited miles

**i10 - 3665x1600mm, EURO-NCAP ★★★★★**  
DRIVER POWER POS: 3rd

1.0 S **B** 60.1 14.9 108 1 **£8595**  
1.0 S Air **B** 60.1 14.9 108 1 **£9240**  
1.0 SE **B** 60.1 14.9 108 1 **£9640**  
1.2 SE **C** 57.6 12.3 114 4 **£10160**  
1.0 SE Blue Drive **A** 65.7 15.1 98 1 **£9910**  
1.0 Premium **B** 60.1 14.9 108 1 **£10360**  
1.2 Premium **C** 57.6 12.3 114 4 **£10860**  
Auto: add £855 to 1.2; Premium SE: add £1135 to 1.2 Premium

**i20 - 4035x1734mm, EURO-NCAP ★★★★★**  
DRIVER POWER POS: N/A

1.2 (75) S Sdr **C** 58.9 13.6 112 5 **£10695**  
1.2 CRDI (75) S Blue Sdr **A** 88.3 16.0 84 6 **£12465**  
1.2 (84) SE Sdr **C** 55.4 13.1 119 6 **£12725**  
1.4 (100) SE Sdr **D** 51.4 11.6 127 10 **£13325**  
1.1 CRDI (75) SE Sdr **B** 70.6 16.0 103 6 **£14225**  
1.4 CRDI (90) SE Sdr **B** 68.9 12.1 106 10 **£14725**  
1.2 (84) Premium Sdr **C** 55.4 13.1 119 7 **£13725**  
1.4 (100) Premium Sdr **D** 51.4 11.6 127 10 **£15325**  
1.4 CRDI (90) Premium Sdr **B** 68.9 12.1 106 12 **£15725**  
Auto: add £300 to 1.4 (100); S Air: add £750 to S; Premium SE: add £1000 to Premium; i20 Coupe Sport: same price as i20 SE and 1.4 CRDI (90) only; i20 Coupe Sport: same price as i20 SE Premium (1.2 SE and 1.4 CRDI (90) only)

**i30 - 4300x1780mm, EURO-NCAP ★★★★★**  
DRIVER POWER POS: N/A

1.4 (100) S Sdr **E** 47.1 13.2 138 8 **£15195**  
1.6 CRDI (110) Blue Drive S Sdr **A** 78.4 11.5 94 11 **£17195**  
1.4 (100) SE Sdr **E** 47.1 13.2 138 8 **£16495**  
1.6 (120) auto SE Sdr **G** 41.5 11.9 158 10 **£17895**  
1.6 CRDI (110) Blue Drive SE Sdr **A** 78.4 11.5 94 12 **£18495**  
1.6 (130) Premium Sdr **F** 44.8 11.9 145 12 **£20295**  
1.6 CRDI (130) Premium Sdr **B** 70.6 10.7 154 13 **£22295**  
1.6T-GDI (160) Turbo SE Sdr **H** 36.7 8.0 189 21 **£22495**  
Auto: add £1300 to 1.6 CRDI SE and Premium; i30 Tourer: add £1100 (not 1.4); Turbo SE Sdr: add £500 to Turbo SE Sdr

**i40 - 4740x1770x1815mm, EURO-NCAP ★★★★★**  
DRIVER POWER POS: 15th

1.7 CRDI (115) BD S **B** 66.0 N/A 110 13 **£19600**  
1.7 CRDI (141) BD S **C** 63.0 N/A 114 16 **£20400**  
1.7 CRDI (115) BD SE Navl **B** 66.0 N/A 110 13 **£21600**  
1.7 CRDI (141) BD SE Navl **C** 63.0 N/A 114 19 **£23400**  
1.7 CRDI (115) BD Premium **C** 66.0 N/A 118 13 **£25600**  
1.7 CRDI (141) DCT BD Premium **D** 63.0 N/A 129 19 **£27500**  
Auto: add £1900 to 1.7 CRDI (141) (not SE); i40 Tourer: add £1250 (add £1350 to Premium); SE Navl Business: add £1500 to SE Navl

**i620 - 4100x1765mm, EURO-NCAP ★★★★★**  
DRIVER POWER POS: N/A

1.4 Active **D** 50.0 12.9 130 8 **£13645**  
1.4 Classic **D** 50.0 12.9 130 7 **£12515**  
1.4 Style **D** 50.0 12.9 130 8 **£14615**  
1.4 CRDI Classic **C** 66.0 14.5 114 9 **£13855**  
1.6 CRDI Active **C** 64.0 11.5 117 9 **£15385**  
1.6 CRDI Style **C** 64.0 11.5 117 9 **£16395**  
1.6 auto Style **G** 44.0 12.2 154 10 **£15010**  
1.6 auto Style **G** 44.0 12.2 154 10 **£15960**

**i35 - 4410x1820mm, EURO-NCAP ★★★★★**  
DRIVER POWER POS: 124th

100kW Fuel Cell EV **A** N/A 12.5 0 N/A **£31195**

**Tucson - 4475x1850mm, EURO-NCAP ★★★★★**  
DRIVER POWER POS: N/A

1.6 GDI (132) SG S **F** 44.8 11.5 147 N/A **£14895**  
1.7 CRDI (116) SG S **C** 61.7 13.7 119 N/A **£20195**  
2.0 CRDI (136) SG SE Navl **D** 58.9 10.6 127 N/A **£24195**  
2.0 CRDI (185) 4WD SE Navl **G** 47.9 9.9 154 N/A **£26695**  
1.7 CRDI (116) SG Premium **C** 61.7 13.7 119 N/A **£25045**  
2.0 CRDI (136) SG Premium **D** 58.9 10.6 127 N/A **£26445**  
2.0 CRDI (185) 4WD Premium **G** 47.9 9.9 154 N/A **£28945**  
1.6 T-GDI (177) 4WD Premium **I** 37.2 9.5 177 N/A **£26945**  
Auto: add £1350 to 2.0 CRDI 4WD; add £1450 to 1.6 T-GDI; SE: add £1800 to S; 4WD: add £1630; Premium SE: add £1900 to Premium (not 1.7 CRDI)

**Santa Fe - 4690x1880mm, EURO-NCAP N/A**  
DRIVER POWER POS: N/A

2.2 CRDI Style 2WD S-seat **G** 47.9 9.4 155 18 **£27800**  
2.2 CRDI Style 4WD S-seat **G** 46.3 9.8 159 19 **£29000**  
2.2 CRDI Premium 4WD S-seat **G** 46.3 9.8 159 19 **£30020**  
2.2 CRDI Premium SE 4WD S-seat **G** 46.3 9.8 159 20 **£32720**  
Auto: add £1705 to 4WD models; Seven seats: add £1200

**Genesis - 4990x1890mm, EURO-NCAP N/A**  
DRIVER POWER POS: N/A

3.8 V6 GDI Garedo **M** 25.2 6.5 261 42 **£47995**

## INFINITI

www.infiniti.co.uk / Dealers: 18  
Warranty: 3 years/60000 miles

**Q30 - 4425x1805mm, EURO-NCAP N/A**  
DRIVER POWER POS: N/A

1.6i Q30 SE **E** 47.1 10.7 138 N/A **£20530**  
1.5d Q30 SE **B** 68.9 12.0 158 N/A **£21500**  
2.2d auto Q30 SE DCT **C** 64.2 N/A 115 N/A **£24790**  
1.6i Q30 Premium **B** 47.1 10.7 138 N/A **£21600**  
1.5d Q30 Premium **B** 68.9 12.0 158 N/A **£22530**  
2.2d auto Q30 Premium DCT **C** 64.2 N/A 116 N/A **£25750**  
1.5d Sport **B** 67.3 12.0 129 N/A **£26180**



	MPG	CO <sub>2</sub>	Insurance group	List price
2.2d auto Q30 Sport DCT	63.8	N/A	117	£26380
2.0i Sport	40.2	N/A	156	£31930
Auto: add £1500 to 1.5d Premium, AWD: add £1550 to 2.2d DCT, Business Executive: add £2530 to Premium, Premium Tech: add £13500 to Premium				

#### Q30 - 4710x1820mm, EURO-NCAP

DRIVER POWER POS: N/A				
2.2d Q30 SE	64.2	8.5	114	£28990
2.2d Q30 Premium	64.2	8.5	114	£31350
2.2d Q30 Sport	64.2	8.5	114	£30720
3.5 V6 auto Q30 Hybrid Sport	45.6	5.1	144	£40700
3.5 V6 at Q30 Hybrid Sport AWD	41.5	5.4	158	£42350
Auto: add £1550 to 2.2d				

#### Q70 - 4945x1855mm, EURO-NCAP

DRIVER POWER POS: N/A				
3.5 V6 auto Q70 Premium Hybrid	45.6	5.3	145	£43250
2.2d auto Q70 Premium	57.6	8.9	129	£33400
2.2d auto Q70 Sport	57.6	8.9	129	£33600
3.7 V6 auto Q70 Sport Tech	27.7	6.2	235	£44850

#### QX30 - 4635x1845mm, EURO-NCAP

DRIVER POWER POS: N/A				
3.0d V6 auto QX30	33.2	7.9	324	£34490
3.0d V6 auto QX30 GT	33.2	7.9	324	£38445
3.7 V6 auto QX30 GT	25.0	6.4	260	£43890
Premium spec: add £2600 to GT models				

#### QX70 - 4965x1925mm, EURO-NCAP

DRIVER POWER POS: N/A				
3.0d V6 auto QX70 GT	32.8	8.3	325	£43100
3.0d V6 auto QX70S	32.8	8.3	325	£43350
3.7 V6 auto QX70 GT	23.0	6.8	282	£43250
3.7 V6 auto QX70S	23.0	6.8	282	£43350
5.0 V6 auto QX70S Premium	22.8	5.8	307	£45470
Premium spec: add £4550 to GT and S models				

#### ISUZU

www.isuzu.co.uk / Brochure: 0844 626 640 / Dealers: 97  
Warranty: 5 years/125000 miles

#### D-Max - 5295x1800mm, EURO-NCAP

DRIVER POWER POS: N/A				
2.5D Elger Double Cab	38.7	N/A	194	£23842
2.5D Yukon Double Cab	38.7	N/A	194	£24243
2.5D Blade Double Cab	38.7	N/A	194	£23918
2.5D Utah Double Cab	38.7	N/A	194	£25043
Auto: add £1200 to Yukon, Utah				

#### JAGUAR

www.jaguar.co.uk / Brochure: 0800 085 108 / Dealers: 97  
Warranty: 3 years/unlimited miles

#### XE - 4672x1850mm, EURO-NCAP

DRIVER POWER POS: N/A				
2.0d (163) SE	75.0	7.9	99	£23775
2.0d (163) R-Sport	75.0	7.9	99	£24335
2.0d (163) Portfolio	75.0	7.9	99	£24375
2.0d (180) SE	67.9	7.4	106	£23075
2.0d (180) R-Sport	67.9	7.4	106	£23635
2.0d (180) Portfolio	67.9	7.4	106	£23675
2.0d (200) auto SE	37.7	7.1	179	£24995
2.0d (200) auto R-Sport	37.7	7.1	179	£25745
2.0d (240) auto R-Sport	37.7	6.5	179	£29385
2.0d (240) auto Portfolio	37.7	6.5	179	£29375
3.0i S/C (240) auto S	34.9	4.9	196	£34870
Auto: add £1750 to 2.0d, Portfolio: add £1000 to SE				

#### XF - 4954x1967mm, EURO-NCAP

DRIVER POWER POS: N/A				
2.0d (163) Prestige	71.7	8.2	104	£32300
2.0d (163) R-Sport	71.7	8.2	104	£34200
2.0d (163) Portfolio	71.7	8.2	104	£34640
2.0d (180) Prestige	65.7	7.5	114	£32800
2.0d (180) R-Sport	65.7	7.5	114	£34100
2.0d (180) Portfolio	65.7	7.5	114	£34700
3.0d (240) V6 auto S	51.4	5.8	144	£40600
3.0 V6 S/C (240) auto S	34.0	5.1	188	£48950
Auto: add £1750				

#### XJ - 5122x2147x1918mm, EURO-NCAP

DRIVER POWER POS: 7th				
3.0d V6 auto Luxury	48.6	5.8	149	£36890
3.0d V6 auto Premium Luxury	48.6	5.8	149	£38290
3.0d V6 auto Portfolio	48.6	5.8	149	£38725
3.0d V6 auto R-Sport	48.6	5.8	149	£41625
3.0 V6 S/C auto Portfolio	31.0	5.7	234	£47480
3.0 V6 S/C auto R-Sport	31.0	5.7	234	£47685
5.0 V6 S/C auto V8 Autobiography	25.5	4.7	264	£50800
5.0 V6 S/C auto XJR	25.5	4.4	264	£50405
Long wheelbase: add £3000 (not XJR), V8 Autobiography: add £8625 to 3.0d R-Sport				

#### F-Pace - 4731x1936mm, EURO-NCAP

DRIVER POWER POS: N/A				
2.0d (180) Prestige	57.7	8.5	129	£34170
2.0d (180) AWD Prestige	54.9	8.2	134	£36110
2.0d (180) auto AWD Prestige	53.8	8.2	139	£37890
3.0d V6 (300) auto AWD S	47.1	5.8	159	£34540
3.0 V6 S/C (300) auto AWD S	31.7	5.1	209	£34150
3.0d V6 (300) auto AWD First Ed	47.1	5.8	159	£35275
R-Sport: add £2500 to Prestige; Portfolio: add £2500 to R-Sport				

#### F-Type - 4470x1922mm, EURO-NCAP

DRIVER POWER POS: 34th				
3.0 V6 S/C (300) Coupe	28.8	5.5	234	£51250
3.0 V6 S/C (300) S Coupe	28.8	5.3	234	£50250
5.0 V6 S/C (510) auto R Coupe	26.0	4.0	235	£58000
Auto: add £1800 to V6, AWD: add £4850 to V6 S and V8 R, Convertible: add £5485 to all models				

#### JEEP

www.jeep.co.uk / Brochure: 0800 0428587 / Dealers: 73  
Warranty: 3 years/60000 miles

#### Renegade - 4230x1805mm, EURO-NCAP

DRIVER POWER POS: N/A				
1.6 eVing (110) Sport	47.1	11.8	141	£18895
1.6 eVing (110) Longitude	47.1	11.8	141	£18895
1.6 MultiJet (120) Sport	51.4	10.2	120	£19395
1.4 MultiJet (140) Longitude	47.1	10.9	140	£19395
1.4 MultiJet (140) Longitude	51.4	10.2	120	£19395
2.0 MultiJet (140) 4WD Longitude	35.4	9.5	134	£22795
2.0 MultiJet (170) auto 4WD Low Ltd	46.7	8.9	151	£23695
2.0 MultiJet (170) auto 4WD Trailhawk	46.7	8.9	151	£23695
Auto: add £1400 to 1.4 MultiJet, Limited: add £2600 to Longitude				

#### Wrangler - 4223x4751x1877mm, EURO-NCAP

DRIVER POWER POS: N/A				
2.8 CRD auto Sahara 3dr	34.9	10.6	213	£29610
2.8 CRD auto Overland 3dr	34.9	10.6	213	£31190
2.8 CRD auto Sahara 4dr	34.0	10.7	217	£28960
2.8 CRD auto Overland 4dr	34.0	10.7	217	£29330
Wrangler Special Order programme: prices from £29025-£39445				

#### Cherokee - 4622x1859mm, EURO-NCAP

DRIVER POWER POS: N/A				
2.0 MultiJet (140) Longitude	53.3	10.9	139	£25495
2.0 MultiJet (140) Longitude 4x4	50.4	12.0	147	£26749
2.0 MultiJet (170) Longitude 4x4 auto	46.7	10.3	154	£27995
3.2 V6 Trailhawk 4x4 auto	29.4	8.4	223	£34245
Longitude Plus: add £2200, Limited: add £2700				

#### Grand Cherokee - 4822x1949mm, EURO-NCAP

DRIVER POWER POS: 35th				
3.0 CRD V6 auto Laredo	37.7	10.2	198	£37795
3.0 CRD V6 auto Limited	37.7	10.2	198	£39795
3.0 CRD V6 auto Limited S	37.7	10.2	198	£42795
3.0 CRD V6 auto Overland	37.7	10.2	198	£44695
3.0 CRD V6 auto Summit	37.7	10.2	198	£45025
6.4 V8 HEMI auto SRT8	20.2	5.0	327	£50720

#### NIA

www.nia.co.uk / Brochure: 0800 775 777 / Dealers: 170  
Warranty: 7 years/100000 miles

#### Picanto - 3595x1595mm, EURO-NCAP

DRIVER POWER POS: 125th				
1.0 1.3dr	62.8	14.1	105	£10345
1.25 CRDi 3dr	61.4	11.5	106	£11485
1.0 1.5dr	62.8	14.1	105	£10345
1.25 1.5dr	61.4	11.5	106	£11485
1.25 1.3dr	61.4	11.5	106	£11745
1.25 1.5dr	61.4	11.5	106	£12295
Auto: add £2000 to Picanto 2, 3 and CRDi, 5dr: add £200 to Picanto 1, 3dr; add £1550 to Picanto 1				

#### Rio - 4045x1720mm, EURO-NCAP

DRIVER POWER POS: 59th				
1.25 1.3dr	56.5	12.9	115	£10345
1.4 1.3dr	56.5	12.9	115	£10345
1.4 1.5dr	54.5	11.0	114	£10845
1.4 CRDi 1.5dr	74.3	13.4	98	£15545
1.1 CRDi 1.5dr	85.6	16.1	86	£12245
1.1 CRDi 1.5dr	78.5	15.9	94	£14145
1.4 CRDi 1.5dr	74.3	13.4	98	£14245
1.4 1.5dr	56.5	11.0	114	£14345
1.4 CRDi 1.5dr	74.3	13.4	98	£17445
Auto: add £905 to 1.4 1.3 5dr; add £600 to 5dr 1.6; add £1500 to 1.25 and 1.1 CRDi R1				

#### Soul - 4140x1800mm, EURO-NCAP

DRIVER POWER POS: N/A				
1.6 GDI Sport	41.5	10.6	194	£12800
1.6 GDI Connect	41.5	10.6	194	£13500
1.6 CRDi Connect	56.5	10.8	132	£16800
1.6 GDI M100	38.7	10.6	170	£18950
1.6 CRDi M100	56.5	10.8	132	£19400
1.6 GDI Soul EV	46.4	10.8	19	£24995
Auto: add £1500 to 1.6 CRDi, Connect Plus: add £1000 to Connect, M100: add £1800 to M100				

#### Cee'd - 4260x4310x1790mm, EURO-NCAP

DRIVER POWER POS: 38th				
1.4 1.3dr	47.1	12.3	138	£14895
1.4 CRDi 1.3dr	67.3	13.0	107	£18195
1.6 CRDi 1.3dr	78.5	9.5	94	£18795
1.0 T-GDI (98) 2.3dr	57.6	12.3	113	£19145
1.6 CRDi 2.3dr	74.3	9.5	99	£18895
1.0 T-GDI (118) 3.3dr	57.6	10.7	115	£20195
1.6 CRDi 3.3dr	74.3	9.5	99	£20695
1.6 CRDi 4.3dr	72.4	9.8	102	£20295
1.0 T-GDI (118) GT-Line 3dr	65.7	10.5	112	£20495
1.6 CRDi GT-Line 3dr	72.4	9.8	102	£20795
1.6 CRDi GT 3dr	36.2	7.3	170	£23050
1.6 CRDi pnc, car 2.3dr	57.3	9.9	134	£17295
1.0 T-GDI (98) pnc, car 2.3dr	52.3	12.4	113	£14655
1.6 CRDi pnc, car 2.3dr	74.3	9.5	99	£18895
1.0 T-GDI (118) pnc, car 2.3dr	57.6	10.7	115	£19720
1.6 CRDi pnc, car 2.3dr	72.4	9.8	102	£20295
1.6 T-GDI pnc, car 2.3dr	36.2	7.3	170	£23105
Auto: add £1435 to 1.6 CRDi (not 1), Sportswagon: add £1200, M100: add £845 to Cee'd 1, 4 Tech: add £2000 to 4				

#### Optima - 4845x1820mm, EURO-NCAP

DRIVER POWER POS: N/A				
1.7 CRDi 1.5dr	57.6	10.2	128	£19995
1.7 CRDi 1.5dr	57.6	10.2	128	£22895
1.7 CRDi 1.5dr	57.6	10.2	128	£23795
Auto: add £1550 to 2 and 3				

#### Verano - 4081x1705mm, EURO-NCAP

DRIVER POWER POS: 19th				
1.4 CRDi 1	63.0	14.0	118	£13095
1.4 CRDi 1	50.0	12.4	130	£17195
1.4 CRDi 2	50.0	12.4	130	£18695
1.4 CRDi 2	63.0	14.0	118	£14995
1.6 CRDi 1.5dr	64.0	11.1	117	£17175
1.6 CRDi 1.5dr	48.0	10.6	138	£15890

Auto: add £1100 to 1.6 petrol

#### Carera - 4523x1805mm, EURO-NCAP

DRIVER POWER POS: N/A				
1.6 GDI 150	44.1	10.9	149	£179



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	mpg	0-60mph	CO <sub>2</sub>	Insurance group	List price
3.0 V6 auto Diesel	45.6	6.4	163	50	£18235
3.0 VTT auto S	27.2	5.1	242	50	£20115
3.0 V8 auto GTS	23.9	4.7	274	50	£10185

Gran Turismo - 4881-4933x1847-1915mm, EURO-NCAP N/A  
DRIVER POWER POS: N/A

4.2 V8 auto	18.8	5.3	330	50	£23280
4.7 V8 auto MC Stradale	18.2	4.5	360	50	£10135
4.7 V8 Sport	18.2	4.7	360	50	£24140

GranCabrio - 4881-4933x1847-1915mm, EURO-NCAP N/A  
DRIVER POWER POS: N/A

4.7 V8 auto	18.5	5.3	337	50	£28340
4.7 V8 auto MC	18.5	4.9	337	50	£111770
4.7 V8 auto Sport	18.5	5.0	337	50	£169385

## MAZDA

[www.mazda.co.uk](http://www.mazda.co.uk) / Brochure: DM5 330 2800 / Dealers: 170  
Warranty: 3 years/60000 miles

2 - 4050x1855mm, EURO-NCAP ★★★★★  
DRIVER POWER POS: N/A

1.5 (75) SE	60.1	12.1	110	13	£11995
1.5 (75) SE-L	60.1	12.1	110	13	£12995
1.5 (90) SE-L	62.8	9.4	105	15	£11995
1.5 (90) Sport	62.8	9.4	105	15	£14995
1.5 (115) Sport Nav	56.5	8.7	117	19	£15995
1.5D (105) SE-L	83.1	10.1	89	15	£15995
1.5D (105) Sport	83.1	10.1	89	15	£15995

Auto: add £1200 to 1.5 (90)

3 - 4405-4585x1750mm, EURO-NCAP ★★★★★  
DRIVER POWER POS: 29th

1.5 (100) SE Sdr	55.4	10.8	118	13	£10995
2.0 (120) SE Sdr	55.4	8.9	119	17	£17295
2.0 (120) Sport Nav Sdr	55.4	8.9	119	18	£20195
2.0 (165) Sport Nav Sdr	48.7	8.2	135	22	£21520
2.3D (150) SE Sdr	72.4	8.1	107	23	£19445
2.3D (150) Sport Nav Sdr	72.4	8.1	107	24	£23545

Auto: add £1200 to 2.0 (120) and 2.3D. Petrol: same price as Sdr (not 1.5, diesel auto), SE-L: add £1500 to SE (not 1.5)

6 - 4870x1840mm, EURO-NCAP ★★★★★  
DRIVER POWER POS: 49th

2.0 (145) SE	51.4	9.5	128	18	£18995
2.0 (165) Sport	47.9	9.1	135	19	£23495
2.3D (150) SE	68.9	9.0	108	21	£22095
2.3D (150) Sport	68.9	9.0	108	21	£25295
2.3D (175) Sport	62.8	7.8	119	23	£26295

Auto: add £1300 to 2.0 (145) (not SE), £1200 to 2.3D (not SE), Tourer: add £800-£1000 (not 2.0 (145)), SE-L: add £800 to SE

9 - 4595x1750mm, EURO-NCAP N/A  
DRIVER POWER POS: N/A

1.6D Sport Venture	54.3	13.7	136	16	£21895
2.0 Sport Venture	40.9	11.0	159	15	£20495

CR-3 - 4275x1785mm, EURO-NCAP ★★★★★  
DRIVER POWER POS: N/A

2.0 (130) 2WD SE	47.9	9.0	137	17	£17595
2.0 (130) 2WD SE-L	47.9	9.0	137	16	£18995
2.0 (130) 2WD Sport Nav	47.9	9.0	137	17	£20495
2.0 (130) 4WD Sport Nav	48.1	8.7	150	19	£22495
1.5D (105) SE	70.6	10.1	105	15	£18995
1.5D (105) SE-L	70.6	10.1	105	13	£20995
1.5D (105) Sport Nav	70.6	10.1	105	15	£21895

Auto: add £1200 to 1.5D (not SE), £1300 to 4WD Sport Nav Diesel, AWD: add £1500 to Sport Nav Diesel

CR-5 - 4540x1840mm, EURO-NCAP ★★★★★  
DRIVER POWER POS: 54th

2.0 (165) SE-L	47.1	9.3	139	17	£21895
2.0 (165) Sport	47.1	9.3	139	18	£23995
2.2D (150) SE-L	61.4	9.2	119	20	£23295
2.2D (150) SE-L Lux	61.4	9.2	119	20	£24695
2.2D (150) Sport	61.4	9.2	119	21	£25695
2.2D (175) Sport 4WD	54.3	8.8	136	23	£27895

Auto: add £1300 to SE-L, £1200 to 2.2D (175) Sport, 4WD: add £1700 to Skyactiv-D (150) SE-L

MX-5 - 3850x1730mm, EURO-NCAP ★★★★★  
DRIVER POWER POS: N/A

1.5i SE	53.3	8.3	139	22	£18495
1.5i SE-L	53.3	8.3	139	22	£19245
1.5i Sport	53.3	8.3	139	22	£21845
2.0i SE-L	40.9	7.3	161	27	£20095
2.0i Sport	40.9	7.3	161	27	£22695

Sport: add £2600 to SE-L

## MERCEDES

[www.mercedes-benz.co.uk](http://www.mercedes-benz.co.uk) / Brochure: 0800 156 5635 / Dealers: 136  
Warranty: 3 years/unlimited miles

A-Class - 4252x1780mm, EURO-NCAP ★★★★★  
DRIVER POWER POS: 119th

1.6 A 180 SE	51.4	8.9	127	21	£21065
1.5 A 180 d SE	68.7	11.3	89	17	£22140
1.5 A 200 d SE	74.3	9.3	104	21	£23215
1.6 A 180 Sport	50.4	8.9	131	21	£22190
1.5 A 180 d Sport	72.4	11.3	102	17	£23135
1.6 A 200 Sport	48.6	8.1	132	25	£23715
2.1 A 200 d Sport	65.7	9.3	111	21	£24210
1.6 A 180 AMG Line	48.6	8.9	134	21	£23485
1.5 A 180 d AMG Line	68.9	11.3	107	17	£24430
1.6 A 200 AMG Line	48.6	8.1	134	25	£25010
2.1 A 200 d AMG Line	62.8	9.3	116	21	£25905
3.0 A 250 AMG	41.5	6.3	158	31	£26430
2.1 DCT A 220 d Motorsport Ed	67.3	7.5	108	27	£21635
2.0 DCT AMG 45 AMG	40.9	4.2	162	44	£39995

Auto: add £1450 to SE, add £1320 to Sport and AMG Line, add £1415 to A 250 AMG, Executive: add £995 to SE, Sport and AMG Line, Premium: add £1895 to Sport and AMG Line, add £1895 to A 250 AMG, Motorsport Edition and A 45 AMG, Premium Plus: add £2995 to Sport and AMG Line, 4MATIC: add £1500 to A 220 d DCT, add £1535 to A 250 AMG DCT

B-Class - 4283x1780mm, EURO-NCAP ★★★★★  
DRIVER POWER POS: 119th

1.6 B 180 SE	50.4	9.3	129	19	£21500
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	mpg	0-60mph	CO <sub>2</sub>	Insurance group	List price
1.6 B 200 SE	50.4	8.6	130	22	£22575
2.1 auto B 220 CDI 4MATIC Sport	56.5	8.3	130	19	£28625
1.5 B 180 CDI ECD SE	78.5	11.6	94	15	£22575
1.5 B 180 CDI SE	68.9	11.6	108	15	£22575
2.1 B 200 CDI SE	65.7	9.3	111	19	£23650
2.1 auto B 220 CDI Sport	67.3	8.3	109	20	£27125
132kW ED Sport	N/A	7.9	0	20	£26950
132kW ED Electric Art	N/A	7.9	0	20	£27260

Auto: add £1450, Sport: add £725 to petrol SE, £595 to B 180 CDI SE, £775 to B 200 CDI, AMG Line: add £2200 to SE petrol, £1890 to B 180 CDI and B 200 CDI SE, add £1295 to B 220 CDI Sport, £1425 to 4MATIC

CLA-Class - 4630x1777mm, EURO-NCAP ★★★★★  
DRIVER POWER POS: N/A

1.8 CLA 200 CDI Sport	64.2	9.4	117	25	£26925
2.1 auto CLA 220 CDI Sport	62.8	8.2	117	28	£29775
1.8 CLA 180 Sport	50.4	9.3	130	24	£24775
2.0 auto CLA 250 4MATIC AMG Sp	42.8	6.6	154	35	£33405
2.0T auto CLA 45 AMG	39.8	4.6	161	45	£42270

Auto: add £1450, AMG Sport: add £2200 to Sport, Shooting Brake: add £850-£980, 4MATIC: add £1500 to CLA 220 CDI

C-Class - 4666x1810mm, EURO-NCAP ★★★★★  
DRIVER POWER POS: 42nd

2.0 C 200 AMG Line	53.3	7.5	132	31	£31285
2.0 C 200 d AMG Line	68.9	9.7	106	25	£32870
2.0 C 200 d SE	72.4	9.7	101	25	£29380
2.0 C 200 SE	53.3	7.5	123	25	£27665
2.1 C 220 d AMG Line	70.6	7.7	108	31	£33665
2.1 C 220 d SE	70.6	7.7	103	29	£30175
2.1 auto C 250 d AMG Line	65.7	6.6	117	37	£36320
2.1 auto C 250 d SE	65.7	6.6	109	35	£32830
2.1 auto C 300 h AMG Line	78.5	6.4	100	37	£39530
2.1 auto C 300 h SE	78.5	6.4	94	36	£35440
2.0 auto C 350 e Sport	134.5	5.9	48	38	£33270
4.0 V8T auto AMG C 63	34.5	4.1	182	47	£60640
4.0 V8T auto AMG C 63 S	34.5	4.0	182	48	£68810

Auto: add £1500, Sport: add £1995 to SE, Estate: add £1200

E-Class - 4879x1854mm, EURO-NCAP ★★★★★  
DRIVER POWER POS: 61st

2.1 auto E 220 BlueTEC AMG Night	57.7	8.3	128	39	£37545
2.1 auto E 220 BlueTEC SE	64.2	8.3	116	38	£34870
2.0 auto E 250 AMG Night Edition	46.3	7.4	142	41	£38785
2.0 auto E 250 SE	47.9	7.4	138	41	£34070
3.0 auto E 350 BlueTEC AMG N	53.3	6.4	139	46	£40210
5.5 V8T MCT E 63 AMG	28.8	4.2	230	47	£47425
5.5 V8T MCT E 63 AMG S	28.5	4.1	232	49	£47420

Estate: add £1780-£1915

CLS-Class - 4940x1881mm, EURO-NCAP N/A  
DRIVER POWER POS: N/A

2.1 auto CLS 320 d AMG Line	56.5	8.5	129	43	£46500
3.0 auto CLS 350 d AMG Line	52.3	6.5	142	48	£50695
5.5 auto CLS 400 AMG Line	38.7	5.3	170	47	£59855
5.5 V8T MCT AMG CLS 63 S	28.5	4.1	231	50	£66510

Shooting Brake: add £1580 to CLS 320 d, £1450 to CLS 350 d, £500 to AMG CLS 63 S

S-Class - 5115-5453x1899mm, EURO-NCAP N/A  
DRIVER POWER POS: N/A

2.1 auto S 300 h AMG Line L	51.4	7.6	120	50	£73375
3.0 auto S 350 d SE Line L	51.4	6.8	146	49	£67995
3.0 auto S 350 d AMG Line	51.4	6.8	151	50	£69990
3.5 auto S 400 h SE Line L	48.6	6.8	147	49	£72020
3.5 auto S 500 e AMG Line L	100.9	5.2	85	49	£89280
4.4 V8 auto S 500 AMG Line L	31.7	4.8	207	50	£89790
6.0 V12 auto S 600 AMG Line L	25.5	4.6	259	50	£142795
6.0 V12 auto S 600 Maybach L	24.1	5.0	274	50	£165710
5.5 V8T auto AMG S 63	28.0	4.4	237	50	£121680
6.0 V12T auto AMG S 65	23.7	4.3	279	50	£182750

Long wheelbase: add £3000 to S 350 d AMG Line, AMG Line L: add £3995 to S 400 h SE Line L

Citan - 4321-4705x1829mm, EURO-NCAP ★★★★★  
DRIVER POWER POS: N/A

1.5 108 CDI Thetvalier Long	65.7	N/A	112	7	£19948
1.5 108 CDI Thetvalier Long	65.7	N/A	112	9	£20284
1.5 111 CDI Thetvalier Long	64.2	N/A	123	14	£22102
1.2 112 Thetvalier	46.3	N/A	140	12	£19666

Extra-Long Taxi: add £2080 to 109 CDI, £1788 to 111 CDI

V-Class - 4855-5370x1928mm, EURO-NCAP N/A  
DRIVER POWER POS: N/A

2.1 auto V220 BlueTEC SE	45.6	11.8	163	31	£41845
2.1 auto V250 BlueTEC SE	44.8	9.1	166	33	£43520
2.1 auto V220 BlueTEC Sport	45.6	11.8	163	33	£44340
2.1 auto V250 BlueTEC Sport	44.8	9.1	166	37	£46015

Extra Long: add £1535

GLA-Class - 4417x1866mm, EURO-NCAP ★★★★★  
DRIVER POWER POS: N/A



	MPG	CO <sub>2</sub>	Insurance group	Let price
5.5 V17T auto 4MT AMG GLC 63 S	23.7	4.2	278	£36535
designo Line: add £295 to AMG Line				
<b>GL-Class - 5111x1927mm, EURO-NCAP N/A</b>				
<b>DRIVER POWER POS: N/A</b>				
3.0 auto GL 350 4MATIC	25.3	7.9	201	£31655
5.5 V17T auto 4MATIC GL 63 AMG	23.0	4.5	288	£34735

	MPG	CO <sub>2</sub>	Insurance group	Let price
3.0 auto GL 350 4MATIC	25.2	8.1	295	£37795
5.5 V17T auto AMG G 63 AMG	20.5	5.4	322	£31675
<b>G-Class - 4763x1855mm, EURO-NCAP N/A</b>				
<b>DRIVER POWER POS: N/A</b>				
3.0 auto G 350 4MATIC	25.2	8.1	295	£37795
5.5 V17T auto AMG G 63 AMG	20.5	5.4	322	£31675
<b>C-Class Coupe - 4696x1810x1577mm, EURO-NCAP N/A</b>				
<b>DRIVER POWER POS: N/A</b>				
3.0 C 300 Sport	23.3	7.7	123	£30925
2.0 auto C 300 Sport	24.8	8.0	146	£30980
2.1 C 220 d Sport	28.8	7.8	106	£30945
2.1 C 250 d Sport	27.3	6.7	108	£30920
4.0 V17T auto AMG C 63	23.2	4.0	300	£31140
4.0 V17T AMG C 63 S	23.8	3.8	300	£31910
Auto: add £1590, AMG Line: add £1495-£1625				

	MPG	CO <sub>2</sub>	Insurance group	Let price
2.1 auto E 200 AMG Line	27.1	7.8	140	£28635
2.1 auto E 220 d AMG Line	27.2	8.5	129	£28610
2.0 auto E 250 d AMG Line	24.3	6.2	116	£28640
3.0 auto E 400 AMG Line	20.5	5.2	161	£28625
E-Class Cabriolet: add £3775-£3590				

	MPG	CO <sub>2</sub>	Insurance group	Let price
4.5 auto E 500 AMG Line	20.5	5.2	161	£28625
5.5 V17T auto AMG S 63	23.2	4.1	279	£318075
5.0 V17T auto AMG S 63	23.2	4.1	279	£318075
<b>S-Class Coupe - 4696x1780mm, EURO-NCAP N/A</b>				
<b>DRIVER POWER POS: N/A</b>				
4.5 auto S 500 AMG Line	20.5	5.2	161	£28625
5.5 V17T auto AMG S 63	23.2	4.1	279	£318075
5.0 V17T auto AMG S 63	23.2	4.1	279	£318075

	MPG	CO <sub>2</sub>	Insurance group	Let price
2.0 SLK 200 AMG Sport	24.8	8.0	146	£30980
2.1 auto SLK 250 d	28.8	7.8	106	£30945
2.1 auto SLK 250 d AMG Sport	27.3	6.7	108	£30920
3.5 auto SLK 300 AMG Sport	20.5	5.2	161	£28625
5.0 V17T auto AMG SL 55	23.8	3.8	300	£31910
Auto: add £1590 to SLK 200				

	MPG	CO <sub>2</sub>	Insurance group	Let price
3.5 V17T auto SL 400 AMG Sport	20.5	5.2	161	£28625
4.7 auto SLK 500 AMG Sport	20.5	5.2	161	£28625
5.5 V17T auto AMG SL 63	23.2	4.1	279	£318075
5.0 V17T auto AMG SL 63	23.2	4.1	279	£318075
Auto: add £1590 to SLK 200				

	MPG	CO <sub>2</sub>	Insurance group	Let price
4.0 V17T (4M2) DCT AMG GT	23.2	4.1	279	£318075
4.0 V17T (510) DCT AMG GT S	23.2	4.1	279	£318075

	MPG	CO <sub>2</sub>	Insurance group	Let price
4.0 V17T (4M2) DCT AMG GT	23.2	4.1	279	£318075
4.0 V17T (510) DCT AMG GT S	23.2	4.1	279	£318075

	MPG	CO <sub>2</sub>	Insurance group	Let price
1.5 (106) 3 Time	51.5	10.4	124	£18399
1.5 (106) 3 Form	51.5	10.4	124	£18399
1.5 (106) 3 Form Sport	51.5	10.4	124	£18399
1.5 (106) 3 Style	51.5	10.4	124	£18399
1.5 (106) 3 Style Lux	51.5	10.4	124	£18399

	MPG	CO <sub>2</sub>	Insurance group	Let price
1.5 DTI-TECH 5.5d	51.5	10.4	124	£18399
1.5 DTI-TECH 7.5d	51.5	10.4	124	£18399
1.5 DTI-TECH 11.5d	51.5	10.4	124	£18399

	MPG	CO <sub>2</sub>	Insurance group	Let price
1.5 (106) 3 Time	51.5	10.4	124	£18399
1.5 (106) 3 Form	51.5	10.4	124	£18399
1.5 (106) 3 Form Sport	51.5	10.4	124	£18399
1.5 (106) 3 Style	51.5	10.4	124	£18399
1.5 (106) 3 Style Lux	51.5	10.4	124	£18399

	MPG	CO <sub>2</sub>	Insurance group	Let price
1.5 (106) 3 Time	51.5	10.4	124	£18399
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1.5 (106) 3 Time	51.5	10.4	124	£18399
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1.5 (106) 3 Form Sport	51.5	10.4	124	£18399
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1.5 (106) 3 Style Lux	51.5	10.4	124	£18399

	MPG	CO <sub>2</sub>	Insurance group	Let price
1.6 Cooper	47.1	10.4	140	£18880
1.6 Cooper D	46.2	10.8	115	£18210
1.6T Cooper S	46.3	7.5	143	£22350
2.0 Cooper SD	41.4	8.2	122	£20370
1.6T ALFA John Cooper Works	38.2	8.9	172	£23440
Auto: add £1195 to Cooper ALFA, £1260 to Cooper D, ALFA: add £1196 to Cooper D, £1235 to Cooper S or £1220 to Cooper SD				

	MPG	CO <sub>2</sub>	Insurance group	Let price
1.6 Cooper	47.1	10.4	140	£18880
1.6 Cooper D	46.2	10.8	115	£18210
1.6T Cooper S	46.3	7.5	143	£22350
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2.0 Cooper SD	41.4	8.2	122	£20370
1.6T ALFA John Cooper Works	38.2	8.9	172	£2



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Eco band MPG 0-60mph CO<sub>2</sub> Insurance group List price

### Renault - 4250x1845mm, EURO-NCAP N/A

DRIVER POWER POS: 74th

1.6 THP (150) Sport	F	44.1	8.3	149	27	£23,950
1.6 THP (200) GT	F	42.1	7.6	155	33	£27,150
2.0 HDi (163) Sport	F	53.2	8.7	139	28	£24,200
1.6 THP (220) R	F	46.8	5.8	140	42	£23,250

Auto: add £1140 to 1.6 THP (150), GT: add £2400 to Sport, GT Line: add £350 to 1.6 THP (200) GT

### Porsche

www.porsche.co.uk / Brochure: D945 791 1911 / Dealers: 36  
Warranty: 3 years/unlimited miles

#### Panamera - 4070x1931mm, EURO-NCAP N/A

DRIVER POWER POS: N/A

3.6 V8 PDK Panamera	J	33.6	6.3	196	46	£39,113
3.0 V6 PDK Panamera Diesel	G	44.8	6.4	166	46	£35,289
3.6 V8 PDK Panamera 4	K	32.4	6.1	203	47	£47,474
3.0 V6 Tipt Panamera S E-Hybrid	A	91.1	5.5	71	50	£34,401
4.8 V8 PDK Panamera S	K	32.5	5.1	204	49	£32,439
4.8 V8 PDK Panamera 4S	K	31.7	4.8	208	50	£36,080
4.8 V8 PDK Panamera GT5	L	26.4	4.4	249	50	£33,991
4.8 V8 TPT Panamera Turbo	L	27.7	4.1	239	50	£108,008
4.8 V8 TPT Panamera Turbo S	L	27.7	4.1	239	50	£131,152

#### Macan - 4681x1923mm, EURO-NCAP N/A

DRIVER POWER POS: N/A

2.0 TDI PDK Macan	H	39.2	6.9	168	35	£31,578
3.0 V6 PDK Macan S	K	32.5	5.4	204	40	£44,650
3.0 V6 PDK Macan S Diesel	G	46.3	6.3	159	39	£44,636
3.0 V6 PDK Macan GT5	K	31.4	5.2	212	N/A	£50,188
3.6 V8 PDK Macan Turbo	K	31.7	4.8	208	44	£50,994

#### Cayenne - 4855x1939-1954mm, EURO-NCAP N/A

DRIVER POWER POS: N/A

3.6 V8 Tiptronic Cayenne	K	30.7	7.7	215	44	£49,576
3.0 V6 Tiptronic Cayenne Diesel	H	42.8	7.3	173	45	£20,441
3.0 V6 Tipt Panamera S E-Hybrid	A	91.1	5.5	71	49	£32,099
4.2 V8 Tiptronic Cayenne S Diesel	K	35.3	5.4	208	50	£32,099
4.8 V8 Tiptronic Cayenne S	K	29.7	5.5	223	48	£50,945
3.6 V8 Tiptronic Cayenne GT5	L	28.8	5.2	228	50	£72,523
4.8 V8 TPT Cayenne Turbo	M	25.2	4.5	261	50	£93,574
4.8 V8 TPT Cayenne Turbo S	M	24.6	4.1	267	50	£114,655

#### Boxster - 4374-4414x1801mm, EURO-NCAP N/A

DRIVER POWER POS: N/A

2.7 Boxster	J	34.4	5.8	192	40	£39,953
3.4 Boxster S	K	32.1	5.1	206	43	£47,928
3.4 Boxster GT5	K	31.4	5.0	211	43	£38,772
3.4 Boxster Spyder	L	28.5	4.5	230	46	£50,459

PDK: add £1782 (add £2201 to GT5, not Spyder)

#### Cayman - 4380-4435x1801mm, EURO-NCAP N/A

DRIVER POWER POS: N/A

2.7 Cayman	J	34.4	5.7	192	37	£30,894
3.4 Cayman S	K	32.1	5.0	206	41	£47,928
3.4 Cayman GT5	K	31.4	4.9	211	43	£35,397
3.4 Cayman GT4	L	27.4	4.4	238	48	£44,451

PDK: add £1782 (add £2351 to GT5, not GT4)

#### 911 - 4491-4545x1808-1880mm, EURO-NCAP N/A

DRIVER POWER POS: N/A

3.0 TTI Carrera	J	34.0	4.6	190	N/A	£76,412
3.0 TTI Carrera S	J	32.5	4.3	199	N/A	£85,857
3.8 Carrera GT5	K	29.7	4.4	223	47	£31,058
3.0 TTI Carrera Cabriolet	J	33.2	4.8	195	N/A	£82,553
3.0 TTI Carrera S Cabriolet	K	32.1	4.7	202	N/A	£94,698
3.8 Carrera GT5 Cabriolet	L	29.1	4.6	228	50	£99,602
3.0 TTI Carrera 4	K	36.7	4.5	201	N/A	£81,398
3.0 TTI Carrera 4S	K	35.8	4.2	204	N/A	£90,843
3.8 Carrera 4 GT5	L	28.5	4.4	233	50	£95,862
3.0 TTI Carrera 4 Cabriolet	K	35.8	4.7	206	N/A	£92,240
3.0 TTI Carrera 4S Cabriolet	K	35.3	4.4	208	N/A	£99,684
3.8 Carrera 4 GT5 Cabriolet	L	28.2	4.4	235	50	£104,385
3.0 TTI Targa 4	K	35.8	4.7	206	N/A	£92,240
3.0 TTI Targa 4S	K	35.3	4.4	208	N/A	£99,684
3.8 Targa 4 GT5	L	28.2	4.7	237	50	£105,310
3.8 PDK Turbo	L	29.1	3.2	227	50	£120,598
3.8 PDK Turbo S	L	29.1	3.1	227	50	£142,120
3.8 PDK Turbo Cabriolet	L	28.5	3.3	231	50	£125,233
3.8 PDK Turbo S Cabriolet	L	28.5	3.2	231	50	£150,857
3.8 PDK Turbo S Exclusive GLE	L	29.1	3.1	227	50	£150,854
3.8 PDK GT3	M	22.8	3.5	289	49	£165,940
4.8 PDK GT3 RS	M	22.2	3.3	296	50	£191,296

PDK: add £2238-£2947

### Renault

www.renault.co.uk / Brochure: 0800 072 3372 / Dealers: 153

Warranty: 4 years/100,000 miles

#### Twilight - 2338x1246mm, EURO-NCAP N/A

DRIVER POWER POS: N/A

17hp Urban	A	N/A	N/A	0	10	£6895
17hp Technic	A	N/A	N/A	0	11	£7595

Battery hire: £45-£57 per month

#### Twingo - 3590x1640mm, EURO-NCAP N/A

DRIVER POWER POS: N/A

1.0 Scé (70) Expression	B	62.8	12.0	105	2	£5495
1.0 Scé (70) Ray	B	62.8	12.0	105	3	£5995
1.0 Scé (70) S&S Dynamique	A	62.3	12.0	95	3	£10,095
0.9 TCE (90) S&S Dynamique	A	65.7	10.8	99	8	£11,895
0.9 TCE (90) S&S Dynamique S	A	65.7	10.8	99	8	£12,545

#### Zoe - 4084x1730mm, EURO-NCAP N/A

DRIVER POWER POS: 5th

75hp Zoe Expression	A	N/A	13.5	0	15	£13,995
75hp Zoe Dynamique Zen/Intense	A	N/A	13.5	0	15	£15,195
75hp Zoe S Expression	A	N/A	13.5	0	15	£16,095
75hp Zoe i-Dynam Zen/Intense	A	N/A	13.5	0	15	£20,043

Battery hire: from £25 per month (included with Y model)

#### Clío - 4062x1731mm, EURO-NCAP N/A

DRIVER POWER POS: 70th

1.2 16v (75) Expression	D	51.4	15.4	127	7	£11,145
1.2 16v (75) Expression+	D	51.4	15.4	127	8	£12,675
0.9 TCE (90) Expression+	B	62.8	12.2	104	8	£13,675
1.5 dCi (90) Expression+	A	83.1	11.7	90	13	£14,875
1.2 16v (75) Dynamique Nav	D	51.4	15.4	127	8	£13,675
0.9 TCE (90) Dynamique Nav	B	62.8	12.2	104	9	£14,675

Eco band MPG 0-60mph CO<sub>2</sub> Insurance group List price

1.5 dCi (90) Dynamique Nav	A	83.1	11.7	90	13	£15,975
0.9 TCE (90) Dynamique S Nav	B	62.8	12.2	105	10	£15,675
1.5 dCi (90) Dynamique S Nav	A	83.1	11.9	93	13	£16,975
1.2 TCE (120) EDC GT Line	C	54.3	9.9	120	14	£17,725
1.6 TCE (120) EDC Renaultsport	E	47.9	6.7	133	29	£19,130
1.6 TCE (120) EDC Renaultsport Lux	E	47.9	6.7	133	29	£20,840
1.6 TCE (120) EDC Renaultsport Trophy	E	47.9	6.6	135	29	£21,780

Auto: add £1300 to dCi Dynamique/Dynamique S, EDC: add £250 to 1.5 dCi and 900 TCE

#### Megane - 4295x1808mm, EURO-NCAP N/A

DRIVER POWER POS: 94th

1.6 (110) Expression+	G	40.9	10.5	159	13	£16,750
1.5 Energy dCi (110) Expression+	B	68.9	12.3	106	16	£16,245
1.2 Energy TCE (115) Expression+	C	53.3	10.9	119	16	£17,930
1.6 (110) Limited	G	40.9	10.5	159	13	£18,250
1.5 Energy dCi (110) Limited	B	68.9	12.3	106	16	£19,745
1.6 (110) Dynamique Nav	G	40.9	10.5	159	17	£17,750
1.2 Energy TCE (115) Dynam Nav	C	53.3	10.9	119	17	£18,570
1.5 Energy dCi (110) Dynam Nav	B	68.9	12.3	106	15	£19,245
1.6 Energy dCi (130) Dynam Nav	B	70.6	9.8	104	17	£19,745
2.0 TCE GT 220	H	38.7	7.6	169	31	£23,250

Auto: add £1000 to dCi (110), GT Line Nav: add £1500 to Dynamique Nav (not 1.6 (110)), Sport Tourer: add £1000

#### Megane Coupe - 4295x1808-1848mm, EURO-NCAP N/A

DRIVER POWER POS: 94th

1.6 (110) Limited	G	40.9	10.5	159	14	£18,750
1.5 Energy dCi (110) Limited	B	68.9	12.3	106	16	£21,445
1.6 (110) Dynamique Nav	G	40.9	10.5	159	15	£18,250
1.2 Energy TCE (115) Dynam Nav	C	53.3	10.9	119	14	£19,345
1.5 Energy dCi (110) Dynam Nav	B	68.9	12.3	106	20	£20,945
1.6 Energy dCi (130) Dynam Nav	B	70.6	9.8	104	20	£21,045
2.0 TCE GT 220	H	38.7	7.6	169	31	£24,230
2.0 TCE Renaultsport 275 Cup-S	H	37.7	6.0	174	36	£23,995
2.0 TCE Renaultsport 275 Nav	H	37.7	6.0	174	36	£25,995
2.0 TCE Renaultsport 275 Trophy-R	H	37.7	5.8	174	39	£36,430

Auto: add £1000 to dCi (110), GT Line Nav: add £1500 to Dynamique Nav (not 1.6 (110)), Coupe Cabriolet: add £3600

#### Scenic - 4365x1845mm, EURO-NCAP N/A

DRIVER POWER POS: 79th

1.2 TCE (110) XMOD Dynam Nav	E	46.3	11.7	140	18	£20,555
1.5 dCi (110) XMOD Dynam Nav	B	68.9	12.5	105	19	£21,395
1.6 dCi (130) XMOD Dynam Nav	C	54.2	10.3	114	24	£22,495
1.2 TCE (130) XMOD Dynam Nav	F	44.1	11.4	145	20	£22,495
1.2 TCE (115) S/S Dynamique Nav	E	47.9	11.7	135	19	£20,555
1.2 TCE (130) S/S Dynamique Nav	E	45.6	11.4	140	20	£20,555
1.5 dCi (110) S/S Dynamique Nav	B	68.9	12.5	105	19	£21,395
1.6 dCi (130) S/S Dynamique Nav	C	54.2	10.3	114	24	£22,495

Auto: add £1100 to 1.5 dCi (110), Limited: add £500 to 1.2 TCE, 1.5/1.6 dCi (not XMOD)

#### Grand Scenic - 4573x1845mm, EURO-NCAP N/A

DRIVER POWER POS: 79th

1.2 TCE (115) S/S Dynamique Nav	E	47.9	11.7	135	19	£21,790
1.2 TCE (130) S/S Dynamique Nav	E	45.6	11.4	140	20	£22,125
1.5 dCi (110) S/S Dynamique Nav	B	68.9	12.5	105	19	£22,915
1.6 dCi (130) S/S Dynamique Nav	C	54.2	10.3	114	24	£23,715

Auto: add £1100 to 1.5 dCi (110), Limited: add £500 to 1.2 TCE, 1.5/1.6 dCi

#### Captur - 4122x1778mm, EURO-NCAP N/A

DRIVER POWER POS: 46th

0.9 TCE (90) Expression+	C	56.5	13.0	115	9	£14,295
1.5 dCi (90) Expression+	A	76.4	13.1	95	11	£15,995
0.9 TCE (90) Dynamique Nav	C	56.5	13.0	115	9	£15,595
1.5 dCi (90) Dynamique Nav	A	76.4	13.1	95	12	£16,995
1.2 TCE (120) EDC Dynamique Nav	D	52.3	10.9	125	14	£17,695
1.5 dCi (110) Dynamique Nav	A	76.4	11.5	98	16	£17,695

Dynamique S Nav: add £1500 to Dynamique Nav, Signature Nav: add £



## DRIVER POWER POS: 109th

	109th	110th	111th	112th	113th	114th	115th	116th	117th	118th	119th	120th	121st	122nd	123rd	124th	125th	126th	127th	128th	129th	130th	131st	132nd	133rd	134th	135th	136th	137th	138th	139th	140th	141st	142nd	143rd	144th	145th	146th	147th	148th	149th	150th	151st	152nd	153rd	154th	155th	156th	157th	158th	159th	160th	161st	162nd	163rd	164th	165th	166th	167th	168th	169th	170th	171st	172nd	173rd	174th	175th	176th	177th	178th	179th	180th	181st	182nd	183rd	184th	185th	186th	187th	188th	189th	190th	191st	192nd	193rd	194th	195th	196th	197th	198th	199th	200th	201st	202nd	203rd	204th	205th	206th	207th	208th	209th	210th	211st	212nd	213th	214th	215th	216th	217th	218th	219th	220th	221st	222nd	223rd	224th	225th	226th	227th	228th	229th	230th	231st	232nd	233rd	234th	235th	236th	237th	238th	239th	240th	241st	242nd	243rd	244th	245th	246th	247th	248th	249th	250th	251st	252nd	253rd	254th	255th	256th	257th	258th	259th	260th	261st	262nd	263rd	264th	265th	266th	267th	268th	269th	270th	271st	272nd	273rd	274th	275th	276th	277th	278th	279th	280th	281st	282nd	283rd	284th	285th	286th	287th	288th	289th	290th	291st	292nd	293rd	294th	295th	296th	297th	298th	299th	300th	301st	302nd	303rd	304th	305th	306th	307th	308th	309th	310th	311st	312nd	313th	314th	315th	316th	317th	318th	319th	320th	321st	322nd	323rd	324th	325th	326th	327th	328th	329th	330th	331st	332nd	333rd	334th	335th	336th	337th	338th	339th	340th	341st	342nd	343rd	344th	345th	346th	347th	348th	349th	350th	351st	352nd	353rd	354th	355th	356th	357th	358th	359th	360th	361st	362nd	363rd	364th	365th	366th	367th	368th	369th	370th	371st	372nd	373rd	374th	375th	376th	377th	378th	379th	380th	381st	382nd	383rd	384th	385th	386th	387th	388th	389th	390th	391st	392nd	393rd	394th	395th	396th	397th	398th	399th	400th	401st	402nd	403rd	404th	405th	406th	407th	408th	409th	410th	411st	412nd	413th	414th	415th	416th	417th	418th	419th	420th	421st	422nd	423rd	424th	425th	426th	427th	428th	429th	430th	431st	432nd	433rd	434th	435th	436th	437th	438th	439th	440th	441st	442nd	443rd	444th	445th	446th	447th	448th	449th	450th	451st	452nd	453rd	454th	455th	456th	457th	458th	459th	460th	461st	462nd	463rd	464th	465th	466th	467th	468th	469th	470th	471st	472nd	473rd	474th	475th	476th	477th	478th	479th	480th	481st	482nd	483rd	484th	485th	486th	487th	488th	489th	490th	491st	492nd	493rd	494th	495th	496th	497th	498th	499th	500th	501st	502nd	503rd	504th	505th	506th	507th	508th	509th	510th	511st	512nd	513th	514th	515th	516th	517th	518th	519th	520th	521st	522nd	523rd	524th	525th	526th	527th	528th	529th	530th	531st	532nd	533rd	534th	535th	536th	537th	538th	539th	540th	541st	542nd	543rd	544th	545th	546th	547th	548th	549th	550th	551st	552nd	553rd	554th	555th	556th	557th	558th	559th	560th	561st	562nd	563rd	564th	565th	566th	567th	568th	569th	570th	571st	572nd	573rd	574th	575th	576th	577th	578th	579th	580th	581st	582nd	583rd	584th	585th	586th	587th	588th	589th	590th	591st	592nd	593rd	594th	595th	596th	597th	598th	599th	600th	601st	602nd	603rd	604th	605th	606th	607th	608th	609th	610th	611st	612nd	613th	614th	615th	616th	617th	618th	619th	620th	621st	622nd	623rd	624th	625th	626th	627th	628th	629th	630th	631st	632nd	633rd	634th	635th	636th	637th	638th	639th	640th	641st	642nd	643rd	644th	645th	646th	647th	648th	649th	650th	651st	652nd	653rd	654th	655th	656th	657th	658th	659th	660th	661st	662nd	663rd	664th	665th	666th	667th	668th	669th	670th	671st	672nd	673rd	674th	675th	676th	677th	678th	679th	680th	681st	682nd	683rd	684th	685th	686th	687th	688th	689th	690th	691st	692nd	693rd	694th	695th	696th	697th	698th	699th	700th	701st	702nd	703rd	704th	705th	706th	707th	708th	709th	710th	711st	712nd	713th	714th	715th	716th	717th	718th	719th	720th	721st	722nd	723rd	724th	725th	726th	727th	728th	729th	730th	731st	732nd	733rd	734th	735th	736th	737th	738th	739th	740th	741st	742nd	743rd	744th	745th	746th	747th	748th	749th	750th	751st	752nd	753rd	754th	755th	756th	757th	758th	759th	760th	761st	762nd	763rd	764th	765th	766th	767th	768th	769th	770th	771st	772nd	773rd	774th	775th	776th	777th	778th	779th	780th	781st	782nd	783rd	784th	785th	786th	787th	788th	789th	790th	791st	792nd	793rd	794th	795th	796th	797th	798th	799th	800th	801st	802nd	803rd	804th	805th	806th	807th	808th	809th	810th	811st	812nd	813th	814th	815th	816th	817th	818th	819th	820th	821st	822nd	823rd	824th	825th	826th	827th	828th	829th	830th	831st	832nd	833rd	834th	835th	836th	837th	838th	839th	840th	841st	842nd	843rd	844th	845th	846th	847th	848th	849th	850th	851st	852nd	853rd	854th	855th	856th	857th	858th	859th	860th	861st	862nd	863rd	864th	865th	866th	867th	868th	869th	870th	871st	872nd	873rd	874th	875th	876th	877th	878th	879th	880th	881st	882nd	883rd	884th	885th	886th	887th	888th	889th	890th	891st	892nd	893rd	894th	895th	896th	897th	898th	899th	900th	901st	902nd	903rd	904th	905th	906th	907th	908th	909th	910th	911st	912nd	913th	914th	915th	916th	917th	918th	919th	920th	921st	922nd	923rd	924th	925th	926th	927th	928th	929th	930th	931st	932nd	933rd	934th	935th	936th	937th	938th	939th	940th	941st	942nd	943rd	944th	945th	946th	947th	948th	949th	950th	951st	952nd	953rd	954th	955th	956th	957th	958th	959th	960th	961st	962nd	963rd	964th	965th	966th	967th	968th	969th	970th	971st	972nd	973rd	974th	975th	976th	977th	978th	979th	980th	981st	982nd	983rd	984th	985th	986th	987th	988th	989th	990th	991st	992nd	993rd	994th	995th	996th	997th	998th	999th	1000th	1001st	1002nd	1003rd	1004th	1005th	1006th	1007th	1008th	1009th	1010th	1011st	1012nd	1013th	1014th	1015th	1016th	1017th	1018th	1019th	1020th	1021st	1022nd	1023rd	1024th	1025th	1026th	1027th	1028th	1029th	1030th	1031st	1032nd	1033rd	1034th	1035th	1036th	1037th	1038th	1039th	1040th	1041st	1042nd	1043rd	1044th	1045th	1046th	1047th	1048th	1049th	1050th	1051st	1052nd	1053rd	1054th	1055th	1056th	1057th	1058th	1059th	1060th	1061st	1062nd	1063rd	1064th	1065th	1066th	1067th	1068th	1069th	1070th	1071st	1072nd	1073rd	1074th	1075th	1076th	1077th	1078th	1079th	1080th	1081st	1082nd	1083rd	1084th	1085th	1086th	1087th	1088th	1089th	1090th	1091st	1092nd	1093rd	1094th	1095th	1096th	1097th	1098th	1099th	1100th	1101st	1102nd	1103rd	1104th	1105th	1106th	1107th	1108th	1109th	1110th	1111st	1112nd	1113th	1114th	1115th	1116th	1117th	1118th	1119th	1120th	1121st	1122nd	1123rd	1124th	1125th	1126th	1127th	1128th	1129th	1130th	1131st	1132nd	1133rd	1134th	1135th	1136th	1137th	1138th	1139th	1140th	1141st	1142nd	1143rd	1144th	1145th	1146th	1147th	1148th	1149th	1150th	1151st	1152nd	1153rd	1154th	1155th	1156th	1157th	1158th	1159th	1160th	1161st	1162nd	1163rd	1164th	1165th	1166th	1167th	1168th	1169th	1170th	1171st	1172nd	1173rd	1174th	1175th	1176th	1177th	1178th	1179th	1180th	1181st	1182nd	1183rd	1184th	1185th	1186th	1187th	1188th	1189th	1190th	1191st	1192nd	1193rd	1194th	1195th	1196th	1197th	1198th	1199th	1200th	1201st	1202nd	1203rd	1204th	1205th	1206th	1207th	1208th	1209th	1210th	1211st	1212nd	1213rd	1214th	1215th	1216th	1217th	1218th	1219th	1220th	1221st	1222nd	1223rd	1224th	1225th	1226th	1227th	1228th	1229th	1230th	1231st	1232nd	1233rd	1234th	1235th	1236th	1237th	1238th	1239th	1240th	1241st	1242nd	1243rd	1244th	1245th	1246th	1247th	1248th	1249th	1250th	1251st	1252nd	1253rd	1254th	1255th	1256th	1257th	1258th	1259th	1260th	1261st	1262nd	1263rd	1264th	1265th	1266th	1267th	1268th	1269th	1270th	1271st	1272nd	1273rd	1274th	1275th	1276th	1277th	1278th	1279th	1280th	1281st	1282nd	1283rd	1284th	1285th	1286th	1287th	1288th	1289th	1290th	1291st	1292nd	1293rd	1294th	1295th	1296th	1297th	1298th	1299th	1300th	1301st	1302nd	1303rd	1304th	1305th	1306th	1307th	1308th	1309th	1310th	1311st	1312nd	1313rd	1314th	1315th	1316th	1317th	1318th	1319th	1320th	1321st	1322nd	1323rd	1324th	1325th	1326th	1327th	1328th	1329th	1330th	1331st	1332nd	1333rd	1334th	1335th	1336th	1337th	1338th	1339th	1340th	1341st	1342nd	1343rd	1344th	1345th	1346th	1347th	1348th	1349th	1350th	1351st	1352nd	1353rd	1354th	1355th	1356th	1357th	1358th	1359th	1360th	1361st	1362nd	1363rd	1364th	1365th	1366th	1367th	1368th	1369th	1370th	1371st	1372nd	1373rd	1374th	1375th	1376th	1377th	1378th	1379th	1380th	1381st	1382nd	1383rd	1384th	1385th	1386th	1387th	1388th	1389th	1390th	1391st	1392nd	1393rd	1394th	1395th	1396th	1397th	1398th	1399th	1400th	1401st	1402nd	1403rd	1404th	1405th	1406th	1407th	1408th	1409th	1410th	1411st	1412nd	1413rd	1414th	1415th	1416th	1417th	1418th	1419th	1420th	1421st	1422nd	1423rd	1424th	1425th</
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# F1 stars in London showdown

■ **Button, Coulthard lead the Brits**  
 ■ **Le Mans and rally aces also in**



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**AE** TITLE winners from Formula One, the World Rally Championship, Le Mans, touring cars and motorbike racing come together at London's Olympic stadium this weekend for the Race of Champions event.

McLaren's Jenson Button and ex-Red Bull man David Coulthard are leading the British contingent, with three-time World Touring Car champ Andy Priaulx, reigning GP2 title winner Jolyon Palmer, Coulthard's fellow Scottish racer Susie Stoddart, double British Touring Car champ Jason Plato and Nissan GT ace Alex Buncombe also competing.

Button said: "I can't wait to be back at the Race of Champions – especially to be racing at home in the former Olympic Stadium. It's always a lot of fun, but everyone wants to put on a good show for the fans – and of course we only pretend to be taking it easy before giving everything when we're in the car."

Button's F1 rivals Sebastian Vettel, Nico Hulkenberg, Daniel Ricciardo, Felipe Massa and Romain Grosjean will compete, too.

Contenders from outside F1 include ex-WRC and reigning World Rallycross champ Petter Solberg, current Formula E title holder Nelson Piquet Jr, newly crowned DTM driver's champ Pascal Wehrlein, two-time WTCC champion Jose Maria Lopez, nine-time Le Mans winner Tom Kristensen and MotoGP superstars Mick Doohan and Jorge Lorenzo.

Unlike some previous years, no NASCAR drivers will be making a trip to the London



## HEAD-TO-HEAD

Annual Race of Champions event pits cream of motorsport talent against each other in identical machinery



Coulthard (left) and Button (centre) face a raft of motorsport stars including Vettel (right)

event, but the 2014 Indianapolis 500 winner Ryan Hunter-Reay will be on hand to represent the United States.

Friday night sees the drivers pair up into national and regional teams for the 'RoC Nations Cup', while Saturday is reserved for an individual competition to decide the 'Champion of Champions' – a title won in previous years by Coulthard, Grosjean and Volkswagen WRC ace Sebastian Ogier.

The event also features stunt shows and music between the races to keep the fans entertained. Tickets are available from the [www.raceofchampions.com](http://www.raceofchampions.com) website and cost from £27 per person for each day.

## GT elite takes on streets of Macau

SOME of the world's top GT drivers will battle around the tight and twisty streets of Macau in China this weekend. The inaugural FIA GT World Cup sees five manufacturers deploy their top works drivers in what's hoped will become an end-of-season fixture.

Entries to watch include Kevin Estre and Alvaro Parente (McLaren, right), Edoardo Mortara and Rene Rast (Audi), Richard Lyons and Stefan Mücke (Aston Martin) and Le Mans winner Earl Bamber (Porsche). Motors TV will have coverage for UK fans on Sunday.



## Wurz calls time on 20-year race career



Wurz (inset) won Le Mans on debut in 1996 for Porsche and again for Peugeot in 2009

TOYOTA WEC racer Alex Wurz is to retire from motorsport after a 20-year career.

The 41-year-old Austrian burst on the scene in 1996 when he won on his debut appearance at the Le Mans 24 Hours, driving a Joest-Porsche. He then moved to Formula One, scoring podiums for Benetton and Williams and spending many years as McLaren's test driver.

In recent years he made a return to sportscars, winning Le Mans again in

2009 for Peugeot and heading up Toyota's return to the LMP1 ranks since 2012. This weekend's WEC season finale in Bahrain will be his last professional race outing.

In a statement on his website, Wurz said: "I've enjoyed half my life competing at the top of motorsport and another quarter getting there, so I feel the time is right to call it a day. My future will still evolve around racing – you'll still see me around, just without overalls."



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**AE** WHEN in Seoul a year or three ago, I interviewed directors at Korea's top two car firms. Kia's boys ambitiously contended it's the new Volkswagen. Hyundai modestly saw itself as the next Audi-cum-BMW.

How I chuckled at their naive optimism. But the last laugh might just be on the Seoul brothers. As I said in an Auto Express story in 2013, Hyundai's comparatively upmarket (but currently horribly flawed) Genesis will be built in right-hand drive and should be a standalone franchise. Sure enough, examples hit Britain in 2014, then confirmation came this month that Genesis will become a sub-brand with its own posh dealer network. Just like Lexus. Sort of.

It gets better. Not satisfied with stealing Peter Schreyer, Hyundai-Kia-Genesis has just nicked another top designer (Luc Donckerwolke) from the VW stable.

Curiously, VW's sub-65 design director Walter de Silva 'retired' from Wolfsburg in recent days. Engineering/research/development gods Ulrich Hackenberg, Heinz-Jakob Neusser and Wolfgang Hatz are banned from doing VW work, and the same goes for VW Group godfather, Martin Winterkorn.

They're all too creative and addicted to walk away from the global motor industry. That's why I'm seriously suggesting that Winterkorn could – perhaps should – form the 'MW Group' before defecting to Korea with his gang of former VW Group directors, who are tainted but still talented. They'd probably be the best and most knowledgeable automotive consultants on the planet. And if Korea could tempt them, Kia as the new VW and Hyundai as the next Audi sound almost plausible. Plus, top-end Genesis models could go up against bottom-end Bentleys.

The son of Chairman Chung, who's about to take over the Hyundai-Kia-Genesis dynasty from the old man, is worth around \$4billion. 'Chung The Young' badly needs assistance from Winterkorn, Hackenberg, Hatz, Neusser, de Silva and co. I know him and know he's clever and wealthy enough to recruit them, pay their lucrative consultancy fees and pick up the tab for the 'MW Group' luxury jet that could fly the Germans to Korea on Mondays or Tuesdays, then back to their homes in Germany or wherever on Thursdays or Fridays. Wolfsburg's considerable losses really could be Seoul's gains.



**Mike Rutherford**

**Motoring's most outspoken and opinionated columnist sounds off**

**W** Martin Winterkorn and his fellow tainted but talented Volkswagen directors could defect... to Korea

**Do you agree with Mike?**

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